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# BUREAU VERITAS

INTERNATIONAL REGISTER OF SHIPPING

SOCIÉTÉ ANONYME

ESTABLISHED 1828



REGISTER N° 80

**1908**

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All letters and communications should be addressed to the ADMINISTRATION of the BUREAU VERITAS,  
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## SUBSCRIPTIONS

**Nota.** — In the interest of Subscribers, and in order to avoid delay in the delivery of our publications, subscriptions are continued from year to year, without application for renewal being necessary.

Notice of cancellation must be given at least three months before the publication of the Register, which appears annually on the 1<sup>st</sup> January.

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# CLASSIFICATION AND INSERTION OF VESSELS IN THE REGISTER OF THE BUREAU VERITAS

The **BUREAU VERITAS** is a Society for the Classification and Registration of all types of vessels.

It is managed by a Board of Administration composed of seven Members appointed by the General Assembly in conformity with the statutes.

The Rules regulating the construction and surveying of ships are established by a Technical Committee whose Members are appointed by the Board of Administration.

The Classification of a vessel is based upon these Rules taken in conjunction with the result of Inspection by the Society's Surveyors, who are stationed at the principal shipping ports throughout the world.

The Class so determinated and assigned by the **BUREAU VERITAS** is inscribed in the Classification Certificate and inserted with other particulars in the supplements and afterwards in the Register, which is published annually. Any alteration to the class or information thereto is duly noted in the Supplements printed and issued fortnightly.

From its origin the Society has adopted a fractional system to denote the class or express its appreciation of vessels. The marks or signs **3/3** or **3 T**, **5/6** or **5 S**, **3/1** or **3 Q**, **2/3** or **2 T**, **1 2** or **M**, etc., constitute a formule of classification which remains its personal property.

This right has been recognised by all the competent courts of law.

Therefore the use of these signs or fractions, or of signs similar to them, employed to express the degree of confidence placed in a ship, will be prosecuted as counterfeit to the utmost rigour of the law.

For full information as to the symbols of classification reference should be made to the Rules.

The Administration beg to call the attention of Shipowners to the Rules and Regulations for the Classification of Vessels. Shipowners should be convinced of the necessity of submitting their vessels regularly to the surveys required by the Rules.

The parties interested are requested to examine the particulars given on the Certificates and verify the accuracy of the information published in the Register and Supplements.

Any complaints should be addressed to the Administration.

The Administration decline all responsibility for any errors or omissions which may be found in the Register or Supplements.

Errors or changes will be corrected in the Supplements.

It is understood that the opinion of the **BUREAU VERITAS** regarding a vessel as expressed by class symbols or characters, although it may be questioned or discussed by the parties interested, cannot however give rise to actions at law against the **BUREAU VERITAS** or interested parties.

When application is made for survey, it is to be understood that the applicants are willing to abide by the rules. Application for survey should be made in writing.

The Surveyors must have free access to vessels classed in the Register at all times in order to ascertain their condition.

Surveyors' reports, and all other documents relating to the Classification of vessels, cannot be communicated to third parties without the express consent of those interested.

As an Association for the survey and registry of shipping the **BUREAU VERITAS** has been appointed by the Board of Trade to approve and certify on their behalf the position of the load line Disc on any vessel for the purposes of the Merchant Shipping Act of 1894.

Forms of application for the assignment of freeboards can be obtained at any office of the Society.

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**Nota** — This Committee, chosen from the technical staff, meet periodically to discuss the modifications to be made to the Rules for the classification of vessels.

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Residence and name of the surveyors      Ports of their district

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	J. J. CAMPBELL, Engineer-Surveyor. P. L. BRESLAUER, Secretary of the Bu- reau Veritas London Office.		

<b>Birmingham,</b> Swan Buildings, Ed- mund Street.	J. E. WEARING, Engineer-Surveyor.	{	For the testing of mater- ials, chains and anchors.

<b>Cardiff,</b> 5, Dock Chambers, Bute Street. (T. A. Veritas. — <i>Cardiff.</i> ) Tel. N <sup>o</sup> 289, « National ».	T. D. WIDDAS, Surveyor.	{	BRIDGEWATER, BRISTOL, CARDIFF, GLOUCESTER, LLANELLY, MILFORD- HAVEN, NEWPORT, SHARPNESS, SWANSEA.

<b>Dublin,</b> Sailors' Home Cham- bers, 19, Sir John Ro- gerson's Quay. (Liverpool-District)	W <sup>m</sup> SOMERSET WARD, Assistant-Surveyor.	{	DUBLIN.

<b>Falmouth,</b> Commercial Chambers. (London-District.) (T. A. Chard, Quay — <i>Fal-</i> <i>mouth.</i> )	A. W. CHARD, Surveyor and Engi- neer-Surveyor.	{	The Coast of CORNWALL as far as FOWEY inclu- sive on the East and PADSTOW inclusive on the North-West.

## UNITED KINGDOM (continued)

Residence and name of the surveyors	Ports of their district
<b>Glasgow,</b> 29, Waterloo Street. ( <i>T. A. Monitor.—Glasgow.</i> )	DUNCAN ROBERT- SON, <i>Inspector.</i> P. LUCAS, <i>Engineer-Surveyor.</i> AYR, DUMBARTON, GLAS- GOW, GREENOCK, PORT- GLASGOW, RENFREW.
<b>Hull,</b> Dock Office Chambers. New-Cross Street. ( <i>T. A. Veritas.—Hull.</i> ) Tel. n° 414.	H. F. FOURNY, <i>Engineer-Surveyor.</i> F. BLACKITH, <i>Assistant-Surveyor.</i> GOOLE, HULL, SCARBOR- OUGH.
<b>Leith,</b> 12, Commercial Street. (Glasgow-District).	GEO PROVEN, <i>Assistant-Surveyor.</i> ABERDEEN, DUNDEE, EDIN- BURGH, LEITH.
<b>Liverpool,</b> Oriol Chambers, 14, Wa- ter Street. ( <i>T. A. Veritas.—Liverpool.</i> ) Tel. N° 6892, « Central ».	J. M. VIEHOFF, <i>Surveyor</i> BARROW-IN-FURNESS, BELFAST, FLEETWOOD, GARSTON, HEYSHAM, LANCASTER, LEEDS, LIVERPOOL, LONDON- DERRY, MANCHESTER, MARYPORT, Ports in NORTH-WALES, RUN- CORN, SHEFFIELD, WHITEHAVEN, WOR- KINGTON.
<b>Newcastle o/T.,</b> Milburn House, Floor A. ( <i>T. A. Veritas.—Newcastle.</i> ) Tel. N° 429.	R. H. HARKNESS, <i>Surveyor.</i> W <sup>m</sup> A. WYND, <i>Surveyor.</i> J. MOORE, <i>Assistant-Surveyor.</i> H. J. WILSON, <i>Engineer-Surveyor.</i> JOHN H. FOGGAN, <i>Assistant to Engineer- Surveyor.</i> AMBLE, BERWICK, BLYTH, EAST and WEST-HART- LEPOOL, NEWCASTLE, MIDDLESBRO', NORTH- SHIELDS, SEAHAM- HARBOUR, SOUTH- SHIELDS, STOCKTON, SUNDERLAND.

## UNITED KINGDOM (continued)

Residence and name of the surveyors	Ports of their district
<b>Plymouth,</b> 14, Smeaton Terrace, West Hoe. (London-District).	G. F. WATSON, <i>Surveyor.</i> TH. DAVEY, <i>Engineer-Surveyor.</i> PLYMOUTH and the Coast of DEVON and DORSET on the East and that of CORNWALL as far as LOOE inclusive on the West, the port of AP- PLEDORE in BARNSTA- PLE-BAY and the CHAN- NEL ISLANDS.
<b>Queenstown.</b>	..... CORK, LIMERICK, QUEEN- STOWN.
<b>Stornoway</b> (Hebrides Islands), Francis Street, 31, (Glasgow-District).	THOS., MORRISON, <i>Assistant-Surveyor.</i> HEBRIDES Islands, STOR- NOWAY.

## FRANCE

### A. BERLHE de BERLHE, Inspector General.

<b>Paris,</b> Place de la Bourse, 8. ( <i>T. A. Veritas.—Paris.</i> ) Tel. N° 109.98.	E. PATRY, <i>Engineer.</i> BART. S. VARTY, <i>Engineer.</i> M. ROUX, <i>Engineer-Surveyor.</i> L. BECKER, CH. LEMONNIER, <i>Head-Draughtsmen.</i> C. N. BOYN (de <i>l'Agence Générale Ma- ritime</i> ), Agent for the <i>Classification of Yachts</i>	TECHNICAL OFFICE.
<b>Paris,</b> Rue de Châteaudun, 55.	E. DOGNON, <i>Engineer.</i>	FOR FRANCE.
<b>Belfort,</b> Faubourg de Lyon, 42.		For the testing of mater- ials.

## FRANCE (continued)

Residence and name of the surveyors	Ports of their district
<b>Bordeaux.</b> A la Bourse. ( <i>T.A. Veritas. — Bordeaux.</i> )	AD. DUPONT, <i>Inspector.</i> B. A. LECOUR, <i>Surveyor.</i>
<b>Boulogne-s/Mer,</b> Rue de la Scierie, 9.	M. L. ADRIEN, <i>Surveyor.</i>
<b>Brest,</b> Rue Victor-Hugo, 59.	É. BERTHOU, <i>Assistant-Surveyor.</i>
<b>Cannes,</b> Quai St-Pierre, (Marseille District).	A. SANTIN, <i>Surveyor.</i>
<b>Cette,</b> Rue de l'Hôtel-de-Ville, 38.	J. FIGARET, <i>Assistant-Surveyor.</i>
<b>Châlon-s/Saône,</b> Route de Givry-St- Remy.	J. PICHON, <i>Agent.</i>
<b>Cherbourg,</b> Rue Jean-Fleury, 13.	E. PAISANT, <i>Assistant-Surveyor.</i>
<b>Dieppe,</b> Quai Henri-IV, 17. ( <i>T.A. Brouard. — Dieppe.</i> )	F. BROUARD, <i>Surveyor.</i>
<b>Dunkirk,</b> Rue des Vieux-Quar- tiers, 30. ( <i>T.A. Veritas-Dunkerque.</i> ) Tel. N <sup>o</sup> 285.	L. ACHARD, <i>Inspector.</i> E. GARNUCHOT, <i>Surveyor.</i> A. LAVY, <i>Surveyor.</i> H. LICOYS, <i>Assistant-Surveyor.</i>
	BORDEAUX, ARCACHON, LA ROQUE, BAYONNE, LIBOURNE.
	BOULOGNE-S/MER.
	BREST, CONCARNEAU, DOUÄRNENEZ, LANDER- NEAU, MORLAIX, QUIM- PER, ROSCOFF.
	CANNES, ANTIBES.
	AGDE, CETTE, LA NOU- VELLE, PORT-VENDRES.
	<i>For the testing of Iron and Steel at CHALON-S/SAÔ- NE, COMMENTRY-FOUR- CHAMBAULT, LE CREU- SOT, MONTLUÇON.</i>
	CAEN, CARENTAN, CHER- BOURG, ISIGNY.
	DIEPPE, SAINT-VALERY- e/CAUX, ST-VALERY- S/SOMME, TRÉPORT.
	CALAIS, DUNKIRK, GRA- VELINES.

## FRANCE (continued)

Residence and name of the surveyors	Ports of their district
<b>Fécamp.</b> Rue de Mer, 43. ( <i>T.A. Veritas. — Fécamp.</i> )	A. FRIBOULET, <i>Surveyor.</i>
<b>La Rochelle,</b> Rue Fleuriau, 9.	J. PLISSON, <i>Surveyor.</i>
<b>La Rochelle,</b> Rue Rempart-St-Louis. ( <i>T.A. Feuillatre. — Laro- chelle.</i> )	O. L. FEUILLATRE, <i>Assistant-Surveyor.</i>
<b>La Trinité-s/Mer.</b> (Nantes District). ( <i>T.A. Le Gloahec. — Tri- nité-s/Mer.</i> )	F. M. LE GLOAHEC, <i>Assistant-Surveyor.</i>
<b>Le Havre,</b> Rue du Chilou, 36. ( <i>T.A. Veritas. — Havre.</i> )	P. SABATHIER, <i>Engineer.</i> A. BIENAIMÉ, <i>Surveyor.</i>
<b>Le Palais,</b> (Belle-Ile). (Nantes District).	A. GRANGER, <i>Assistant-Surveyor.</i>
<b>Marseilles.</b> Rue de la Darse, 19. ( <i>T.A. Veritas. — Marseilles.</i> ) Tel. N <sup>o</sup> 386.	J. E. BOISSEVAIN, <i>Inspector.</i> E. IMBERT, <i>Surveyor.</i> M. ANDRÉ, <i>Surveyor.</i> J. PONS, <i>Surveyor.</i>
<b>Nancy,</b> Rue Montesquieu, 19.	ALB. SCHIL, <i>Engineer.</i>
	ARLES, BESSÈGES, CANNES, LA CIOTAT, LA SEYNE LYON, MARSEILLE, MAR- TIGUES, NICE, PORT-DE- BOUC, SAINT-TROPEZ, TAMARIS, TOULON.
	<i>For the testing of Iron and Steel at LONGWY, NAN- CY, POMPEY.</i>
	ILES DE RÉ & D'OLÉRON, LA ROCHELLE, ROCHE- FORT.
	AURAY, CARNAC, LA TRI- NITÉ-S/MER.
	HONFLEUR, LE HAVRE, TROUVILLE.
	BELLE-ILE.



## FRANCE (continued)

Residence and name of the surveyors	Ports of their district
<b>Nantes,</b> Rue Mazagran, 3. <i>(T. A. Veritas. — Nantes.)</i> Tel. n° 4. 66.	L. ARMINOT, <i>Inspector and Engineer-Surveyor.</i> F. MAHÉ, <i>Surveyor.</i> F. VOISIN, <i>Surveyor.</i> R. HAMEL, <i>Surveyor.</i> E. MOTIN, <i>Consulting-Surveyor.</i> LORIENT, NANTES, PAIM- BŒUF, REDON, SABLES- D'OLONNE, SAINT-NA- ZAIRE, VANNES.
<b>Nice,</b> Rue Emmanuel-Philibert, 1. <i>(Marseilles District.)</i>	A. DUCROS, <i>Assistant-Surveyor.</i> NICE.
<b>Paimpol.</b>	F. DAGORN, <i>Assistant-Surveyor.</i> LANNION, PAIMPOL, PER- ROS-GUIREC, PON- TRIEUX, PORTRIEUX, TRÉGUIER.
<b>Rouen,</b> Rue Saint-Julien, 17.	F. GAGU, <i>Surveyor.</i> ROUEN.
<b>Saint-Étienne,</b> Place Fourneyron, 11.	F. BERNARD, <i>Engineer.</i> <i>For the testing of mater-</i> <i>ials in the LOIRE RE-</i> <i>GION.</i>
<b>Saint-Malo,</b> Rue Vauborel, 2.	P. MANNOURY, <i>Inspector.</i> BINIC, CANCALE, DA- HOUE, GRANVILLE, ST-BRIEUC (LE LÉGUÉ), ST-MALO, ST-SERVAN.
<b>Saint-Nazaire,</b> Rue Trait, 6. <i>(Nantes District.)</i>	J. B. TESSIER, <i>Surveyor.</i> SAINT-NAZAIRE.

## SPAIN

Residence and name of the surveyors	Ports of their district
<b>Barcelona,</b> Avino, 32, 2 <sup>d</sup> . <i>(T. A. Vaello Veritas. — Barcelona.)</i>	MAN. LOPEZ ILO- RET, <i>Chief-Surveyor.</i> JUAN A. MOLINAS, <i>Engineer-Surveyor.</i> ALICANTE, ALMERIA, BARCELONA, CARTH- GENA, LAS PALMAS, VALENCIA.
<b>Bilbao,</b> Alameda de Mazarredo, 1.	CARLOS HOPPE & Co, <i>Agents.</i> S. LARRAURI Y FAR- RANAGA, <i>Surveyor.</i> M. G. DE BAREÑO, <i>Assistant-Surveyor.</i> BILBAO, SAN-SEBASTIAN.
<b>Cadix,</b> Isaac Peral, 3, Präl.	RICARDO F. <sup>z</sup> DE LA PUENTE, <i>Engineer-Surveyor.</i> CADIZ, HUELVA, SANLU- CAR, SEVILLA.
<b>Carthagera,</b> Arsenal of Carthagera. <i>(Barcelona District.)</i> <i>(T. A. Rubio, Arsenal. — Carthagera.)</i>	GONZALO RUBIO, <i>Assistant-Surveyor.</i> CARTHAGERA.
<b>Corunna,</b> Linarès Rivas, 1. <i>(A. T. Leonardiguez. — Coruña.)</i>	LEONARDO RODRI- GUEZ, <i>Agent.</i> A. CORNIDE, <i>Surveyor.</i> CORUNNA.
<b>Malaga.</b> <i>(Barcelona District.)</i>	TOMAS TRIGUEROS, <i>Assistant-Surveyor.</i> MALAGA.
<b>Santander,</b> Muelle n° 7. <i>(T. A. Basterrechea. — Santander.)</i>	A. V. BASTERRE- CHEA, <i>Assistant-Surveyor.</i> SANTANDER.
<b>Vigo.</b> <i>(T. A. Conde. — Vigo.)</i>	F. CONDE, <i>Agent.</i> FERROL, LA PUEBLA, MA- RIN, MUROS, VIGO, VIL- LAGARCIA, VIVERO.

## PORTUGAL

Residence and name of the surveyors      Ports of their district

<b>Lisbon,</b> Rua de S. Francisco de Paula, 20. ( <i>T. A. Veritas. — Lisbon.</i> ) Rua Vinte Quatro de Julho, 38.	J. DE VASCONCEL- LOS, C ✱, Surveyor. F. C. CANNELL, Engineer-Surveyor.	All ports in PORTUGAL.
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## ITALY

<b>Catania.</b> ( <i>T. A. Napoli. — Catania.</i> )	CARMELO NAPOLI, Agent. G. NAPOLI, Assistant-Surveyor. GIUSEPPE BERTÉ, Engineer-Surveyor. P. GUGLIELMINO, Engineer, Inspector for Northern Italy. G. BRIASCO, Assistant-Surveyor. D. LANZA, Engineer-Surveyor.	CATANIA.
<b>Genoa,</b> Via Sottoripa, 1, int. 3. ( <i>T. A. Guglielmino, Veritas. — Genoa.</i> )	A. CORNACCHIA, Engineer-Surveyor in Ancona. A. MONTEVECCHI, Agent in Ancona. G. ROMEO fu NUN- ZIO, Agent. G. ROMEO DI GIU- SEPPE, Surveyor. P. PARASCANDOLO, Engineer-Surveyor. G. DI STEFANO, Assistant-Engineer- Surveyor.	CHIAVARI, GENOA, SA- VONE, SESTRI-P., SPEZ- ZIA, VARAZZE.
<b>Leghorn,</b> Piazza Giuseppe Micheli, 3. ( <i>T. A. Ingénieur Lanza. — Leghorn.</i> )		ANCONA, LEGHORN, PORTO-FERRAIO, VIA- REGGIO.
<b>Messina.</b> ( <i>T. A. Joe. — Messina.</i> )		MESSINA,

## ITALY (continued)

Residence and name of the surveyors      Ports of their district

<b>Naples.</b> Vico 2º Piliero, 4. ( <i>T. A. Veritas. — Naples.</i> )	MARIANO MARESCA, Inspector for Southern Italy and Sicily. A. MAZZA, Engineer-Surveyor.	BARI, BARLETTA, BRIN- DISI, CAGLIARI, CATAN- NIA, CASTELLAMARE, CIVITA-VECCHIA, GAË- TE, GALLIPOLI, ISCHIA, NAPLES, PALERMO, PRO- CIDA, REGGIO, SA- LERNO, SORRENTO, TARENTO.
<b>Palermo,</b> ( <i>T. A. Conigliaro. — Palermo.</i> )	V. CONIGLIARO, Assistant-Surveyor. LUIGI CONSIGLIO, Engineer-Surveyor.	
<b>Syracusa,</b> ( <i>T. A. Capodicasa-Veritas. — Syracuse.</i> )	F. CAPODICASA NIZZA, Assistant-Surveyor.	
<b>Venice,</b> S. Marco, Procuratie Nuove, 48. ( <i>T. A. Radonicich. — Venice.</i> )	G. RADONICICH fu D., Agent. V. D'ANNA, Engineer-Surveyor.	CHIOGGIA, VENICE.

## AUSTRIA-HUNGARY

<b>Triest,</b> Piazza Nicolò Tommaseo, No 2. ( <i>T. A. Schiavoni. — Triest.</i> )	A. SCHIAVONI, Inspector. JAROSLAW KAT- KICH, Assistant-Surveyor at Fiume. LORENZO DEPOLO, Assistant-Surveyor at Curzola.	BUCCARI, CAPO-D'ISTRIA, CATTARO, CURZOLA, FIUME, GRAVOSA, LUS- SINPICCOLO, OREBICH, PORTO-RÉ, RAGUSE, TRIEST.
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## AUSTRIA-HUNGARY (continued).

Residence and name of the surveyors	Ports of their district
<b>Buda-Pest.</b> ( <i>T. A. Hallamassek-Danubius. — Budapest.</i> )	TH. HALLAMASSEK, Engineer-Surveyor. } BUDA-PEST.
<b>Buda-Pest,</b> VI Hungaria Koriut. ( <i>T. A. Metallurgia. — Budapest.</i> )	H. VAN DEN EYNDE, Representative of the Hungarian-Belgian Metallurgical Co, Agent. } For the testing of Iron and Steel.
<b>Linz a. d. Donau,</b> Bethlehemstrasse, 35. ( <i>T. A. Bobekschiffswerfte. — Linzdonau.</i> )	G. BOBEK, Surveyor. } UPPER DANUBE.
<b>Pilsen</b> (Bohême). ( <i>T. A. B. Riha. — Pilsen.</i> )	B. RIHA, Engineer. } For the testing of Iron and Steel.
<b>Semlin,</b> Agence Générale autrichienne de Navigation.	ED. D'ULLISPERGER, Surveyor. } SEMLIN DISTRICT.

## RUMANIA

<b>Bucarest,</b> Lascar Catargi, 15. ( <i>T. A. Murgulets chez Smr. — Bucarest.</i> )	E. MURGULETZ, Engineer-Surveyor. } BUCAREST.
<b>Constantza</b> (Kustendjié), <b>Ibraïla, Galatz.</b> ( <i>T. A. Youell. — Constantza.</i> )	WATSON & VOUELL, Agents. } CONSTANTZA, GALATZ, IBRAÏL, JASSY, SULINA, VARNA.
<b>Turnu-Severin,</b> Chantiers Navals. ( <i>T. A. Jonescu. Chantiorna-val. — Turnu-Severin.</i> )	IOAN JONESCU, Engineer-Surveyor. } TURNU-SEVERIN, ROUS- C. H. VINKE, Engineer-Surveyor. } TCHOUK, GIURGIU.

## GREECE

Residence and name of the surveyors	Ports of their district
<b>Athens.</b> Pireus. Rue Solomon, 62. ( <i>T. A. Pavlides. — Athens.</i> )	P. G. PAVLIDES, Engineer-Surveyor. } Inspector for GREECE.
<b>Syra.</b> ( <i>T. A. Bambacari. — Syra.</i> )	G. BAMBACARI, Surveyor and Agent. N. J. XANTHAKIS, Engineer-Surveyor. } SYRA.

## TURKEY IN EUROPE

<b>Constantinople,</b> ( <i>T. A. Joffredy. — Constantinople.</i> )	C. JOFFREDY, Agent. J. CATRAMADOS, Assistant-Surveyor. } CONSTANTINOPLE.
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## BRITISH COLONIES IN MEDITERRANEAN

<b>Gibraltar</b> (Crutchetts), P. O. Box 51. ( <i>T. A. Noble. — Gibraltar.</i> )	M. H. BLAND & Co, Agents. JAMES SCOTT NOBLE, Surveyor. W. F. VON ANDLAU, Engineer-Surveyor. } GIBRALTAR, ALGÉSIRAS.
<b>Larnaca</b> (Island of Cyprus), P. O. Box 18. ( <i>T. A. Dimitriou. — Larnaca.</i> )	NIC. J. DIMITRIOU, Surveyor. } Island of CYPRUS.
<b>Malta,</b> Strada San-Paolo, 213. ( <i>T. A. Veritas. — Malta.</i> )	S. MICALLEF-EYNAUD, Agent. } Island of MALTA.



# AFRICA

## EGYPT

Residence and name of the surveyors	Ports of their district
<b>Alexandria,</b> Rue de l'Eglise Deb- bané, 4, Maison Tanil. <i>(T. A. Prencipe.—Alexan-  dria.)</i>	A. PRENCIPE, <i>Inspector for Egypt  and Syria.</i>
<b>Port-Sudan</b> (Souakim). <i>(T. A. Gellatly.—Port Sudan.)</i>	GELLATLY, HAN- KEY & Co, <i>Agents.</i>
<b>Port-Tewfik</b> (Suez Docks).	A. TARABOTTI, <i>Engineer.</i>

## TUNIS

<b>Sfax.</b> <i>(T. A. Yunès, — Sfax.)</i>	S. YUNÈS, <i>Agent.</i>	
	V. F. CAPRIATA, <i>Surveyor.</i>	SFAX.
<b>Sousse.</b> <i>(T. A. Junès, — Sousse.)</i>	GIUSEPPE JUNÈS, <i>Agent.</i>	SOUSSE.
<b>Tunis,</b> Rue d'Alger, 7. <i>(T. A. Mondrey, —  Tunis.)</i>	H. L. REYMOND, <i>Agent.</i> RENÉ MORIN, <i>Surveyor.</i>	TUNIS.

## ALGERIA

Residence and name of the surveyors	Ports of their district
<b>Algiers,</b> Boulevard Carnot, 3. Avenue Malakoff, 46. <i>(T. A. Transat.—Alger.)</i>	P. CHERFILS, <i>Agent.</i> LEMOINE, <i>Surveyor.</i>
<b>Bôna.</b>	C. CORNO, <i>Surveyor.</i>
<b>Oran.</b> <i>(T. A. Julian, — Oran.)</i>	CH. JULLIAN, <i>Agent.</i> P. GUIZONNIER, <i>Surveyor.</i>
<b>Philippeville.</b> <i>(T. A. Albert-Philippeville.)</i>	PAUL ALBERT, <i>Agent.</i>

## PORTUGUESE COLONIES

<b>Fayal.</b> <i>(T. A. Relva, — Fayal.)</i>	SILVEIRA ED- WARDS & Co, <i>Agents.</i>	AZORES.
<b>Funchal.</b> <i>(T. A. Shipbroker.—Funchal.)</i>	JOÃO DE FREITAS MARTINS, <i>Agent.</i>	MADEIRA.

## SPANISH COLONIES

Residence and name of the surveyors	Ports of their district
<b>Las Palmas.</b> <i>(T. A. Boissier. — Las-Palmas.)</i>	ALB. BOISSIER, Agent. JOSÉ BOSCH Y SIN- TES. Engineer-Surveyor.
	CANARY ISLANDS.

## SENEGAL

<b>Dakar.</b> <i>(T. A. Mea. — Dakar.)</i>	P. DELMAS, Agent. A. DE CANTELAR, Surveyor. L. ABADIE, Engineer-Surveyor.	DAKAR.
<b>Saint-Louis.</b> <i>(T. A. Fromaget. — St-Louis.)</i>	E. A. FROMAGET, Surveyor.	SAINT-LOUIS.

## SOUTH AFRICA

<b>Cape-Town.</b> <i>(T. A. Anderson. — Cape-town.)</i>	W. ANDERSON & Co, Agents.	CAPE-TOWN.
<b>Durban,</b> P. O. Box 26. <i>(T. A. Monhaupt. — Durban.)</i>	G. MONHAUPT & Co, Agents.	PORT-NATAL.
<b>East-London,</b> King William's Town.	MALCOMESS & Co, Agents.	EAST-LONDON.
<b>Port-Elizabeth,</b> P. O. Box 270. <i>(T. A. Keith. — Algoabay.)</i>	KEITH & Co, Agents. J. SMITH. Surveyor.	PORT-ELIZABETH.

## MOZAMBIQUE

Residence and name of the surveyors	Ports of their district
<div>Delagoa-Bay, P. O. Box 26. (T.A. Uebel.—Delagoabay.)</div> <div>ALEX. UEBEL, Agent.</div>	Coast of MOZAMBIQUE.

## GERMAN AFRICA

<b>Dar-es-Salam,</b> (Gouvern. Deutsch OST-AFRICA.) <i>(T. A. Subeirat. — Dar-es-salam.)</i>	M. CHRAPKOWSKY, Surveyor.	DAR-ES-SALAM.
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## MADAGASCAR

<b>Tamatave.</b> <i>(T. A. Tolle. — Tamatave.)</i>	O. TOLLI, Agent. RUFFAT, Surveyor.	Island of MADAGASCAR.
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## REUNION

<b>Saint-Denis.</b> <i>(T. A. Tedac. — Réunion.)</i>	J. CADET, Surveyor.	Island of LA RÉUNION.
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## MAURITIUS

<b>Port-Louis,</b> Quay Street. <i>(T. A. Adajio. — Mauri-tius.)</i>	ADAM & Co, Agents. A. F. DE LA ROCHE, Surveyor.	Island of MAURITIUS.
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## ABYSSINIA

<b>Djibouti.</b> <i>(T. A. Mesnier. — Djibouti.)</i>	The representative of the East Africa Com- pany, Agent.	DJIBOUTI.
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## ASIA

### TURKEY in ASIA

Residence and name of the surveyors      Ports of their district

<b>Beyrout.</b> ( <i>T. A. Luciano, — Beyrout.</i> )	ARTURO DE LUCIANO, Agent.	{ BEYROUT.
<b>Chio.</b> ( <i>T. A. Callimassia, — Chio.</i> )	G. A. CALLIMASSIA, Agent.	{ CHIO.
<b>Smyrna.</b> ( <i>T. A. Cleanthe Vuccina, — Smyrna.</i> )	C. A. VUCCINA, Agent.	{ SMYRNA.

### ARABIA

<b>Jeddah.</b> ( <i>T. A. Gellatly, — Jeddah.</i> )	GELLATLY, HAN- KEY & Co, Agents.	{ ARABIAN COAST.
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### BRITISH INDIA

<b>Balasore.</b>	J. W. RICHARDS, Assistant-Surveyor.	{ BALASORE.
<b>Bombay,</b> Appollo Street, 89. ( <i>T. A. Veritas, — Bombay.</i> )	F. E. HARDCASTLE, Surveyor.	{ BOMBAY.
<b>Colombo</b> (Ceylon), Queen Street, 12. ( <i>T. A. Surveyor, — Colombo.</i> )	W. BOAK, Surveyor.	{ COLOMBO and SOUTH IN- DIA, MADRAS to CALI- CUT, included.

### BRITISH INDIA (continued)

Residence and name of the surveyors      Ports of their district

<b>Calcutta,</b> Commercial Building, 4. ( <i>T. A. Bureau, — Calcutta.</i> )	W. H. NORMAN, Surveyor. H. N. NORMAN, Engineer-Surveyor.	{ CALCUTTA.
<b>Penang.</b> ( <i>T. A. Jebson, — Penang.</i> )	HERM. JEBSEN & Co, Agents.	{ PENANG.
<b>Singapore.</b> ( <i>T. A. Kitching, — Singapore.</i> )	ALFRED KITCHING, Surveyor.	{ SINGAPORE.

### SIAM

<b>Bangkok.</b> ( <i>T. A. Historian, — Bangkok.</i> )	A. MARKWALD & Co Ld., Agents.	{ SIAM.
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### TONKIN

<b>Haiphong,</b> Bd de la République. ( <i>T. A. Jeanin, — Haiphong.</i> )	H. OFFRET, Surveyor. H. E. JEANIN, Assistant-Surveyor.	{ TONKIN.
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<b>Saigon.</b> ( <i>T. A. Postage, — Saigon.</i> )	N. LECOISPELLIER, Agent. A. FABRY, Surveyor. P. PASSERAT DE LA CHAPELLE, Commercial Agent.	{ ANNAM & COCHIN-CHINA.
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Residence and name of the surveyors	Ports of their district	
<b>Amoy.</b> ( <i>T. A. Pasedag. — Amoy.</i> )	PASEDAG & Co, Agents. H. COGHILL, Surveyor. MACKINTYRE, Engineer.	AMOY, FOO-CHOW-FOO.
<b>Fou-Tcheou,</b> Arsenal, Pagoda Anchorage. ( <i>T. A. Sabatier. — Pagoda Anchorage.</i> )	L. SABATIER, Surveyor.	FOU-TCHEOU.
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Residence and name of the surveyors	Ports of their district
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<b>Soerabaya.</b> } A. DE BRÜIJN, Surveyor.	{ SOERABAYA.
<b>Sabang.</b> (T. A. Harcoal.—Sabang.) } D. CROLL.	{ SABANG.

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<b>Manila,</b> Calle Soledad, 53. <i>(T. A. Gilchrist. — Manila.)</i>	<b>G. GILCHRIST,</b> <i>Surveyor.</i>	<b>PHILIPPINE ISLANDS.</b>
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<b>Nagasaki.</b> <i>(T. A. Ernest. — Nagasaki.)</i>	<b>C. E. BOEDDING-HAUS,</b> <i>Agent.</i> <b>D. F. ROBERTSON,</b> <i>Surveyor.</i>	<b>NAGASAKI.</b>
<b>Yokohama,</b> Water str., 24, P. O. Box 164. <i>(T. A. Subaltern. — Yokohama.)</i>	<b>A. MEIER &amp; Co,</b> <i>Agents.</i> <b>J. CARST,</b> <i>Surveyor.</i>	<b>YOKOHAMA.</b>

# NORTH AMERICA

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Residence and name of the surveyors      Ports of their district

<b>Montreal,</b> Commissioners street, 199. (T. A. Bales.— <i>Montreal</i> .)	J. N. BALES, Assistant-Surveyor.	MONTREAL.
<b>Parrsboro' (N.-S.),</b> (T. A. Veritas.— <i>Parrsboro'</i> .)	W. R. HUNTLY, Surveyor.	CAPE-BRETON, PRINCE- EDWARD ISLAND and Province of NOVA SCO- TIA.
<b>Quebec,</b> St-Peter street, 99. (T. A. Veritas.— <i>Quebec</i> .)	Wm SIMONS, Surveyor.	LACHINE, MONTREAL, QUEBEC.
<b>St John (N.-B.),</b> Reed's Buildings. (T. A. Veritas.— <i>St-John</i> .)	TH. H. SIME, Inspector.	Province of NEW- BRUNSWICK.
<b>St John's</b> (N.-F.-L.). (T. A. Angel.— <i>St-John's</i> .)	A. D. BROWN, Surveyor.	NEWFOUNDLAND.
<b>Toronto (Ont.),</b> Madison Avenue, 18. (T. A. Calderwood.— <i>Toronto</i> .)	HUGH CALDER- WOOD.	CANADIAN LAKES (from Lachine <i>exclusive</i> to Port- Arthur).
<b>Vancouver (B.-C.),</b> Cordova Street, 419, P. O. Box 83. (T. A. Mellon.— <i>Vancouver</i> .)	H. A. MELLON, Surveyor.	VANCOUVER

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Residence and name of the surveyors      Ports of their district

<b>Saint-Pierre- Miquelon.</b> (T. A. Jourdan.— <i>St- Pierre-Miquelon</i> .)	L. JOURDAN, Surveyor.	Islands of ST-PIERRE & MIQUELON.
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<b>New-York,</b> Cheeseborough Buil- ding, Room 708, State Street, 17. (T. A. Veritas.— <i>Newyork</i> .)	H. WILKINSON, Chief-Inspector. J. H. CHAMBER- LAIN, Surveyor. ROBERT W. HUNT & Co, Agents.	NEW-HAVEN, NEW-LON- DON, NEW-YORK.  <i>For testing of materials in the UNITED-STATES.</i>
<b>Baltimore,</b> Merchants Bank Buil- ding, 1. (T. A. Veritas.— <i>Baltimore</i> .)	N. K. SANFORD, Surveyor.	BALTIMORE, NORFOLK.
<b>Bath (M<sup>e</sup>).</b>	J. H. CAMERON, Surveyor.	BANGOR, BATH, PORT- LAND.
<b>Boston (Mass.),</b> Broad Exchange Buil- ding, 88, Broad Street. (T. A. Veritas.— <i>88, Broad Street</i> .)	..... ROBERT H. FRA- SER, Engineer-Surveyor.	BOSTON, NEW-BEDFORD, NEWBURYPORT, PORTS- MOUTH, SALEM. DISTRICTS of BATH & BOSTON.
<b>Galveston.</b>	CHARLES GRANT, Surveyor.	GALVESTON.
<b>Mobile (Ala.),</b>	KARSTEN MULLER, Assistant-Surveyor.	MOBILE, PASCAGOULA & SHIP-ISLAND.

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<b>Pensacola (Fla.).</b> (T. A. Borrás. - Pensacola.)	J. L. BORRAS, Surveyor.	APALACHICOLA, CEDAR- KEYS & KEY - WEST, PENSACOLA, TAMPA.
<b>Philadelphia</b> (Pa.), Bourse Building, Room 335. (T. A. Veritas, 335, Bourse. — Philadelphia.)	W. S. SAMUELS, Surveyor.	PHILADELPHIA.
<b>Port-Arthur</b> (Texas).	T. J. COLLIN, Surveyor.	GALVESTON, PORT - AR- THUR.
<b>Savannah (Geo.),</b> Bay Street, 24, East.	VAN B. AVERY, Surveyor.	CHARLESTON (S.-C.), SA- VANNAH (GEO.), WIL- MINGTON (N.-C.).

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<b>San-Francisco,</b> 126, Beale Street. (T. A. Veritas. — San- Francisco.)	I. E. THAYER, Inspector. L. H. TURNER, Assistant-Surveyor. P. R. THAYER, Assistant-Surveyor. E. S. HOUGH, Engineer-Surveyor. F. HENRY, Agent.	Coast of CALIFORNIA.
<b>Eureka,</b> Humboldt Bay. (T. A. Tibbets. — Eureka.)	A. C. TIBBETS, Surveyor.	EUREKA.

## UNITED STATES (Pacific Coast) (continued)

Residence and name of the surveyors	Ports of their district	
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<b>San-Diego (Cal.),</b> 1424, F. Street, Room 6.	W. R. FARNS- WORTH, Surveyor.	SAN-DIEGO.
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<b>Havana,</b> Cuba Street, 76 & 78 & P. O. Box 199. ( <i>T. A. Ordonez.—Havana.</i> )	HAVANA and the ports of the Island of Cuba.
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## WEST-INDIES (continued)

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L. PETRELLUZZI, Surveyor.	
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T. KRUSE, Surveyor.	

## SOUTH AMERICA

### BRAZIL

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<b>Fortaleza (Ceara),</b> Caixa de Correio, nº 29. ( <i>T. A. Boris. — Ceara.</i> )	CEARA, MARANHÃO, PARAHYBA, PIAUHY, RIO- GRANDE-DO-NORTE.
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MARIUS & LEVY, Agents.	
<b>Para.</b> ( <i>T. A. Elias. — Para.</i> )	PARA.
A. BERNEAUD & Co, Agents.	
<b>Pernambuco,</b> Caixa de Correio, nº 165. ( <i>T. A. Dallas-Pernambuco.</i> )	PERNAMBUCO.
A. B. DALLAS, Agent.	
<b>Rio-de-Janeiro.</b> Caixa de Correio, nº 42. ( <i>T. A. Davisanson.—Rio- janeiro.</i> )	PARA, RIO-GRANDE, RIO- DE-JANEIRO.
H. DAVID DE SAN- SON, Agent.	

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Residence and name of the surveyors	Ports of their district
<b>Buenos-Ayres,</b> San-Martin, 362. ( <i>T. A. Vucassovich. — Buenosaires.</i> )	BUENOS-AYRES.
M. I. VUCASSOVICH, Chief Surveyor. E. BACCINI, Engineer-Surveyor.	
<b>Montevideo,</b> Calle Andes, 333. ( <i>T. A. Gillespie Gas Co.— Montevideo.</i> )	MONTEVIDEO.
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<b>HAGEDORN &amp; C<sup>o</sup></b> , <i>Insurance Brokers</i> .....	NEW-YORK.
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<b>HALL, RUSSELL &amp; C<sup>o</sup> L<sup>d</sup></b> , <i>Engineers &amp; Shipbuilders</i> .....	ABERDEEN.
<b>HAMILTON, FRASER &amp; C<sup>o</sup></b> , <i>Steamship Owners</i> .....	LIVERPOOL.
<b>HAMBURG-AMERICAN STEAM SHIP LINE</b> ....	NEW-YORK.
<b>HAMPSON, ROBERT</b> .....	MONTREAL.
<b>HANDELSVEREENIGING</b> .....	BATAVIA.
<b>HANSA (LA) Compagnie d'Assurances</b> ....	STOCKHOLM.
<b>HANSEATISCHE SEE- UND ALLGEMEINE-VERSICHERUNGS GESELLSCHAFT</b> .....	HAMBURG.
<b>HANSEN, C. K.</b> .....	COPENHAGUE.
<b>HAROU, E.</b> , <i>Courtier d'Assurances</i> .....	LE HAVRE.
<b>HARPER, SYDNEY</b> , <i>Underwriter</i> .....	LLOYD'S-LONDON.
<b>HARRIS, BROTHERS, &amp; C<sup>o</sup></b> , <i>Corn Factors</i> ..	LONDON.



<b>HARRIS BROTHERS L<sup>d</sup>, Shipbuilders-Repairers &amp; Engineers.....</b>	SWANSEA.
<b>HARRISON, M. C. &amp; C<sup>o</sup>.....</b>	SAN-FRANCISCO.
<b>HART, ROBERT, SIR, BART., G. C. M. G., Inspector General of Customs.....</b>	PEKING.
<b>HAWTHORN, R., W., LESLIE &amp; C<sup>o</sup>, L<sup>d</sup>, Shipbuilders &amp; Engineers.....</b>	HEBBURN O/TYNE.
<b>HECKSHER &amp; SÖN.....</b>	COPENHAGUE.
<b>HECQUET, PIERRE, Courtier de Navires &amp; d'Assurances.....</b>	DUNKERQUE.
<b>HEIMBURGER, NIC., Schiffsmakler.....</b>	ST-PETERSBURG.
<b>HELLBERG, OSCAR.....</b>	GOTHEMBOURG.
<b>HELVETIA, Compagnie d'Assurances.....</b>	PARIS.
<b>HELVETIA, Compagnie d'Assurances.....</b>	ST-GALL.
<b>HELSINGÖRS JERNSKIBS-OG-MASKINBYGGERI..</b>	ELSENEUR.
<b>HENDERSON, DAVID &amp; WILLIAM &amp; C<sup>o</sup> L<sup>d</sup>, Engineers &amp; Ship-Builders.....</b>	PARTICK (Glasgow).
<b>HENDERSON, GEORGE &amp; C<sup>o</sup>.....</b>	CALCUTTA.
<b>HERMES, GUSTAV, Agent des Oesterreich Phönix Wien.....</b>	KÖNIGSBERG.
<b>HERZOG, CARL.....</b>	MANNHEIM.
<b>HILLS DRY DOCKS &amp; ENGINEERING COMPANY LIMITED.....</b>	CARDIFF.
<b>HIND ROLPH &amp; C<sup>o</sup>.....</b>	SAN-FRANCISCO.
<b>HIRSCH, EMIL.....</b>	MANNHEIM.
<b>HJELT, TEODOR, Inspecteur Naval.....</b>	HELSINGFORS.
<b>HOFFMANN, C. &amp; C<sup>o</sup>, Ship-Brokers.....</b>	LONDON.
<b>HOLLIDAY, WISE &amp; C<sup>o</sup>.....</b>	MANCHESTER.
<b>HONG-KONG &amp; WHAMPOA DOCK C<sup>y</sup> L<sup>d</sup>..</b>	HONG-KONG.
<b>HOPPE, CARLOS &amp; C<sup>ie</sup>, Négociants.....</b>	BILBAO.
<b>HOPPE, CARLOS &amp; C<sup>ie</sup>, Négociants.....</b>	SANTANDER.

<b>HORSTMAN &amp; C<sup>o</sup>, Merchants.....</b>	LONDON.
<b>HOSKING, MEARS &amp; C<sup>o</sup>, Ship- &amp; Insurance Brokers.....</b>	LONDON.
<b>HOULDER BROTHERS &amp; C<sup>o</sup> L<sup>d</sup>, Ship-Brokers</b>	LIVERPOOL.
<b>HOWARD HOULDER &amp; PARTNERS L<sup>d</sup>, Ship-Brokers.....</b>	LONDON.
<b>HOWALDTSWERKE.....</b>	KIEL.
<b>HOWARD, C. &amp; SONS, Ship-Broker.....</b>	LONDON.
<b>HUGO &amp; VAN EMMERIK, Schiffsmakler....</b>	HAMBURG.
<b>HUNZIKER, HENRI, Courtier juré d'Assurances Maritimes.....</b>	PARIS.
<b>HUNTER, E. H. &amp; C<sup>o</sup>, Merchants.....</b>	OSAKA.
<b>HUTH &amp; C<sup>o</sup>, Importers &amp; C<sup>on</sup> Agents.....</b>	VALPARAISO
<b>HUTH, F. &amp; C<sup>o</sup>.....</b>	LONDON.
<b>HVILSOM.....</b>	COPENHAGUE.

I

<b>INDEMNITY MUTUAL MARINE ASSURANCE COMPANY L<sup>d</sup>.....</b>	LONDON.
<b>INGLIS, LOMAX &amp; C<sup>o</sup>, Merchants.....</b>	IQUIQUE.
<b>INSTITUTION OF NAVAL ARCHITECTS.....</b>	LONDON.
<b>INSURANCE COMPANY OF NORTH AMERICA (THE).....</b>	PHILADELPHIA.
<b>IRELAND, FRASER &amp; C<sup>o</sup>, Merchants.....</b>	MAURITIUS.
<b>ISACHSEN, HARALD.....</b>	GRIMSTAD.
<b>ITALIA, Societa d'Assicurazioni (2 Registres)</b>	GENES.

**J**

<b>JAKOR</b> , <i>Versicherungs-Gesellschaft</i> .....	MOSKAU.
<b>JAKOR</b> , <i>Versicherungs-Gesellschaft</i> .....	St-PETERSBURG.
<b>JANSEN &amp; C<sup>o</sup></b> , <i>Agents d'Assurances</i> .....	COPENHAGUE.
<b>JAPP &amp; KIRBY</b> , <i>Ship Brokers</i> .....	LIVERPOOL.
<b>JARDINNE SKINNER &amp; C<sup>o</sup></b> .....	CALCUTTA.
<b>JENSEN, C. B.</b> , <i>Courtier</i> .....	BARCELONE.
<b>JOHANSEN, BERTRAND</b> , <i>Assureur</i> .....	CHRISTIANIA.
<b>JOHANSEN, N. &amp; DAHL</b> , <i>Ship Brokers</i> .....	LIVERPOOL.
<b>JOHNSON &amp; HIGGINS</b> .....	NEW-YORK.
<b>JOHNSON, STERNHAGEN &amp; C<sup>o</sup></b> .....	GOTHEMBOURG.
<b>JUNCA, H. &amp; ED.</b> , <i>Agents de la Foncière</i> ...	MADRID.

**K**

<b>KAGAMI, K</b> .....	TOKIO.
<b>KATTENDIJKWORKS</b> .....	ANVERS.
<b>KELLER, HEINRICH</b> , <i>Agent der Baloise</i> ...	BREMEN.
<b>KELLOCK, C. W. &amp; C<sup>o</sup></b> , <i>Ship-Brokers</i> .....	LIVERPOOL.
<b>KELLOCK, C. W. &amp; C<sup>o</sup></b> , <i>Brokers for the Sale of Ships, Steamers, etc</i> .....	LONDON.
<b>KENNEDY, HUNTER &amp; C<sup>o</sup></b> , <i>Courtiers de Navires</i> .....	ANVERS.
<b>KER &amp; C<sup>o</sup></b> , <i>Merchants</i> .....	MANILA.
<b>KER BOLTON &amp; C<sup>o</sup></b> , <i>Merchants</i> .....	LONDON.
<b>KHEDIVIAL MAIL S/S &amp; GRAVING DOCK C<sup>y</sup></b>	ALEXANDRIE.

<b>KILLICK NIXON</b> .....	BOMBAY.
<b>KIRSEBOM, HUGO G.</b> .....	CHRISTIANSAND.
<b>KJOBENHAVNS, FLYDEDOK SKIBSVARFT</b> ....	COPENHAGUE.
<b>KLEIN, H.</b> , <i>Agent d'Assurances</i> .....	ANVERS.
<b>KNÖHR &amp; BURCHARD</b> <i>Nachfolger, Schiffsmakler</i> .....	HAMBURG.
<b>KNOWLES &amp; FOSTER</b> .....	LONDON.
<b>KOORING ULOTH, H. W.</b> .....	AMSTERDAM.
<b>KÖPPEN, ROB.</b> .....	STETTIN.
<b>KRÖLLER N. E. &amp; C<sup>o</sup></b> .....	ROTTERDAM.
<b>KRUGER &amp; RUBOW</b> , <i>Agents de la Baloise</i> ...	COPENHAGUE.
<b>KULLENS ENSIKIDA</b> , <i>Assurans Forening</i> ..	HÖGANÄS.
<b>KUYPER VAN DAM &amp; SMEER</b> .....	ROTTERDAM.

**L**

<b>LA BALOISE</b> , <i>Compagnied' Assurances contre les Risques de Transport</i> .....	BALE.
<b>LA ESTRELLA</b> , <i>Cie d'Assurances</i> .....	MADRID.
<b>LA ESTRELLA</b> , <i>Cie d'Assurances</i> .....	GIJON.
<b>LA MARINE</b> , <i>Cie d'Assurances</i> .....	PARIS.
<b>LA NEUCHATELOISE</b> , <i>Société Suisse d'Assurances</i> .....	ZÜRICH.
<b>LACHLAN &amp; C<sup>o</sup></b> , <i>Ship &amp; Insurance Brokers</i> .....	LONDON.
<b>LAING, SIR JAMES &amp; SONS L<sup>d</sup></b> , <i>Shipbuilders</i> .	SUNDERLAND.
<b>LAISNEY, L.</b> , <i>Armateur &amp; Courtier d'Assurances</i> .....	ST-SERVAN.
<b>LAMPLUGH, W. &amp; E. S.</b> , <i>Underwriters</i> ..	LLOYD'S-LONDON.
<b>LAMPORT &amp; HOLT</b> , <i>Ship Owners</i> .....	LIVERPOOL.

<b>LANÇON, ALB.</b> , <i>Assureur Maritime</i> .....	BORDEAUX.
<b>LANGE</b> , <i>Directeur de la Compagnie d'Assurances « La Vigie »</i> .....	PARIS.
<b>LANGSTAFF, EHRENBURG &amp; POLIAK</b> .....	PARIS.
<b>LA RÉUNION FRANÇAISE</b> , <i>Compagnie d'Assurances</i> .....	PARIS.
<b>LA SUISSE</b> , <i>Compagnie d'Assurances contre les Risques de Transport</i> .....	ZÜRICH.
<b>LASSEN, HERM. R.</b> , <i>Schiffsmakler</i> .....	HAMBURG.
<b>LAZARUS, W.</b> .....	HAMBURG.
<b>LE COMMERCE</b> , <i>Compagnie d'Assurances</i> ..	LE HAVRE.
<b>LE COUPÉ-GRAINVILLE</b> , <i>Agent Général de la C<sup>ie</sup> la Foncière</i> .....	GRANVILLE.
<b>LEFFLIER, A. &amp; SON</b> , <i>Courtiers</i> .....	GOTHEMBOURG.
<b>LEJEUNE, CH.</b> , <i>Courtier d'Assur<sup>ces</sup> Maritimes</i> .	ANVERS.
<b>LE MAISTRE MONTBRUN, ADRIEN</b> , <i>Courtier Maritime</i> .....	CAEN.
<b>LENDERS, F. &amp; C<sup>o</sup></b> , <i>Merchants</i> .....	LONDON.
<b>LENNARD, JOHN M. &amp; SONS L<sup>d</sup></b> , <i>Steamship-Owners &amp; Brokers</i> .....	MIDDLESBROUGH.
<b>LEROY, DANIEL</b> , <i>Courtier Maritime</i> .....	DUNKERQUE.
<b>LÉSÉLEUC, A. DE</b> , <i>Agent de la Compagnie d'Assurances Générales</i> .....	LE HAVRE.
<b>LEVERD, G.</b> , <i>Courtier d'Assur<sup>ces</sup> maritimes</i> .	PARIS.
<b>LIEBIG'S EXTRACT OF MEAT C<sup>o</sup> L<sup>d</sup></b> , <i>Merchants</i> .	LONDON.
<b>LIGURIA</b> , <i>Società di Assicurazioni Trasporti</i>	GÈNES.
<b>LIMA MAYER &amp; C<sup>ia</sup></b> .....	LISBONNE.
<b>LINDAHL, E.</b> .....	MALMÖ.
<b>LINDLEY, ROBERT, SONS &amp; DAVISON</b> .....	LONDON.
<b>LLOYD ANDALOU</b> ( <i>Direction du</i> ).....	CADIX.
<b>LLOYD BELGE</b> .....	ANVERS.

<b>LLOYD'S REGISTER OF SHIPPING</b> .....	LONDON.
<b>LOBNITZ &amp; C<sup>o</sup> L<sup>d</sup></b> , <i>Engineers &amp; Shipbuilders</i>	RENFREW.
<b>LOESENER, ROB. E. &amp; C<sup>o</sup></b> .....	HAMBURG.
<b>LÖKEN, JOH.</b> .....	CHRISTIANIA.
<b>LONDON ASSURANCE CORPORATION</b> .....	AMSTERDAM.
<b>LONDON ASSURANCE CORPORATION</b> .....	LONDON.
<b>LORD, E. F.</b> .....	BOSTON.
<b>LUNDIN</b> , <i>Directeur de la Hansa</i> .....	STOCKHOLM.
<b>LYNGAAS, JAC., O. &amp; C<sup>o</sup></b> , <i>Assureurs &amp; Courtiers d'assurances</i> .....	TÖNSBERG.

## M

<b>MABILY, F. &amp; J. BOUSQUET</b> .....	MARSEILLE.
<b>MABIRE, G. F.</b> , <i>Direct. de la C<sup>ie</sup> la Sphère</i> (2 Registres).....	PARIS.
<b>MACDONALD, ANDRÈS</b> .....	BUENOS-AYRES.
<b>MACIA, EMILIO</b> .....	BARCELONE.
<b>M<sup>c</sup> ILWRAITH, M<sup>c</sup> EACHARN &amp; C<sup>o</sup></b> , <i>PROPRIETARY L<sup>d</sup></i> , <i>Merchants</i> .....	MELBOURNE.
<b>MACKENZIE, EVAN</b> .....	GÈNES.
<b>MACKINNON, P. G.</b> <i>Underwriter</i> .....	LLOYDS-LONDON.
<b>MACKINTOSH, J. S.</b> <i>Underwriter</i> .....	LLOYDS-LONDON.
<b>MACLAINE, WATSON &amp; C<sup>o</sup></b> , <i>Agents d'Assurances</i> .....	BATAVIA.
<b>MAC NEILL &amp; C<sup>o</sup></b> .....	SAMARANG.
<b>MACOMBER FRANK GAIR</b> .....	BOSTON.
<b>MAJOUX, GEORGES</b> , <i>Chef du Service Maritime de la Société de Denain &amp; Anzin</i> ...	DUNKERQUE.
<b>MALLAFRÉ, EDUARDO</b> .....	BARCELONE.

MANN & WILSON, <i>Insurance Agnts.</i> .....	SAN-FRANCISCO.
MANNHEIM INSURANCE C <sup>o</sup> .....	LONDON-AGENCY.
MANNHEIMER VERSICHERUNGSGESELLSCHAFT.	MANNHEIM.
MARINE INSURANCE COMPANY L <sup>d</sup> .....	LONDON.
MARINO & CASTELLANO, <i>Courtiers d'Assur.</i>	NAPLES.
MARITIME INSURANCE COMPANY L <sup>d</sup> .....	LIVERPOOL.
MARRET, CHARLES, <i>Courtier Juré d'Assu-</i> <i>rances Maritimes.</i> .....	PARIS.
MARTEN, F. W., <i>Underwriter.</i> .....	LLOYDS-LONDON.
MARTIN, GEORGE, <i>Insurance Broker.</i> .....	LEITH.
MARZOLFF, PH.....	LE HAVRE.
MASSERON, <i>Courtier d'Assur<sup>ces</sup> Maritimes</i>	NANTES.
MASSEY W. A. & C <sup>o</sup> , <i>Ship-Brokers.</i> .....	HULL.
MATHESON & C <sup>o</sup> .....	LONDON.
MATHWIN, W <sup>m</sup> & SON, <i>Ship-Brokers.</i> .....	NEWCASTLE- <sup>o</sup> /T.
MATTHIAS, H. & C., <i>Assecuranz-Makler.</i> ...	HAMBURG.
MAUMUS & DODERO.....	MONTEVIDEO.
MELCHERS & C <sup>o</sup> .....	HONG-KONG.
MÉLUSINE PRÉVOYANCE (LA), <i>Compagnie</i> <i>d'Assurances.</i> .....	PARIS.
MENZIES & C <sup>o</sup> L <sup>d</sup> , <i>Ship-Builders.</i> .....	LEITH.
MERCANTILE DRY DOCK C <sup>o</sup> L <sup>d</sup> (THE).....	JARROW <sup>o</sup> /TYNE.
MERCHANTS EXCHANGE ASS <sup>ON</sup> .....	SAN-FRANCISCO.
MERCHANTS INSURANCE COMPANY.....	BANGOR.
MERCHANTS MARINE INSURANCE COMPANY L <sup>d</sup> .	LONDON.
METZLER, GUSTAV, <i>Schiffsmakler.</i> .....	STETTIN & SWINEMÜNDE.
MEYJES & VAN COEVERDER, <i>Courtiers</i> .....	AMSTERDAM.
MILBERG, DANIEL, <i>Schiffsmakler.</i> .....	HAMBURG.
MILLER, THOS, R., <i>Chairman B. V. British</i> <i>Committee.</i> .....	LONDON.
MILLET, JUAN BERTRAN.....	BARCELONE.

MINISTÈRE DE LA MARINE.....	PARIS.
MITSUI & C <sup>o</sup> , <i>Merchants.</i> .....	LONDON.
MITSU BISHI DOCKYARD & ENGINE WORKS (THE).....	NAGASAKI.
MITSUI BUSSAN KAISHA (THE).....	TOKIO.
MITSUI BUSSAN KAISHA.....	KOBE.
MOES, FRANZ.....	AMSTERDAM.
MOHR BROTHERS & C <sup>o</sup> L <sup>d</sup> .....	LONDON.
MOHR BROTHERS & C <sup>o</sup> L <sup>d</sup> , <i>Merchants.</i> ....	RANGOON.
MORAN COMPANY (THE).....	SEATTLE.
MOREL, L <sup>d</sup> , <i>Ship-Owners.</i> .....	CARDIFF.
MORENO, JOSUÉ, <i>Directeur Général des Com-</i> <i>pagnies Estrella &amp; America.</i> .....	BUENOS-AYRES.
MORICE, G. K., <i>Underwriter.</i> .....	LLOYD'S — LONDON.
MORIMASA TAKEL, <i>Imperial Marine In<sup>ce</sup> C<sup>o</sup> L<sup>d</sup></i>	TOKIO.
MOSS, H. E. & C <sup>o</sup> , <i>Ship-Brokers.</i> .....	LIVERPOOL.
MOSS, H. E. & C <sup>o</sup> , <i>Ship-Brokers.</i> .....	LONDON.
MOUNTSTUART DRY DOCKS L <sup>d</sup> .....	CARDIFF.
MUMFORD, E., C., <i>Underwriter.</i> .....	LLOYD'S — LONDON.
MUNCHENER RÜCKVERSICHERUNGS GESELL..	MÜNCHEN.
MUND & FESTER, <i>Courtiers d'Assurances.</i>	ANVERS.
MUND & FESTER, <i>Assecuradeure.</i> .....	HAMBURG.
MUTUELLE MODERNE (LA), <i>C<sup>ie</sup> d'Assurances</i>	AMIENS.
MUTZENBECHER, H. F. M., <i>Assecuradeur.</i> ..	HAMBURG.

N

NADESHDA, ST-PETERSBURGER ASSECURANZ C <sup>ie</sup> .....	ST-PETERSBURG.
NEDERLANDSCHE INDISCHE ZEE & BRAND ASSURANTIE MAATSCHAPPIJ.....	BATAVIA.



NEPTUNE, <i>Cie d'Assurances</i> .....	ANVERS.
NEPTUNUS ASSECURANZ COMPAGNIE.....	HAMBURG.
NEUE ACHTE ASSECURANZ COMPAGNIE.....	HAMBURG.
NEWCASTLE COMMERCIAL EXCHANGE (THE).	NEWCASTLE o/TYNE.
NEWHALL, H. M. & Co.....	SAN-FRANCISCO.
NEW-ORLEANS COTTON EXCHANGE.....	NEW-ORLEANS.
NEWPORT-NEWS, S. B. & D. D. Co.....	NEWPORT-NEWS.
NEW-YORK MARITIME EXCHANGE.....	NEW-YORK.
NEW-YORK PRODUCE EXCHANGE .....	NEW-YORK.
NICOLAU, HERMANOS, <i>Agents du Comptoir</i> <i>Maritime de Paris</i> .....	BARCELONE.
NIEDERRHEINISCHE GÜTER ASSECURANZ GE- SELLSCHAFT.....	WESEL.
NORDDEUTSCHE INSURANCE COMPANY.....	LONDON.
NORDDEUTSCHE SEE- U. FLUSS-VERSICHERUNGS-ACTIEN-GESELLSCHAFT .....	STETTIN.
NORD-DEUTSCHE VERSICHERUNGS GESELLSCHAFT (5 Registres).....	HAMBURG.
NORDDEUTSCHER LLOYD .....	BREMEN.
NORD-WEST-DEUTSCHE VERSICHERUNGS GESELLSCHAFT.....	HAMBURG.
NORDISCHE VERSICHERUNGS GESELLSCHAFT..	MOSKAU.
NORSK LLOYD.....	CHRISTIANIA.
NORTH CHINA INSURANCE COMPANY L <sup>d</sup> ....	HONG-KONG.
NORTH CHINA INSURANCE COMPANY L <sup>d</sup> ....	LONDON.
NORTH CHINA INSURANCE COMPANY L <sup>d</sup> ....	SHANGHAI.
NORTH CHINA INSURANCE COMPANY L <sup>d</sup> ....	SINGAPORE.
NORTH CHINA INSURANCE COMPANY L <sup>d</sup> ....	YOKOHAMA.
NORTH EAST COAST INSTITUTION OF ENGINEERS & SHIPBUILDERS.....	NEWCASTLE o/T.
NORTHERN MARITIME INSURANCE COMPANY L <sup>d</sup>	NEWCASTLE o/T.

NUÑEZ, M., <i>Gerente de la Cia « La Economia Comercial »</i> .....	BUENOS-AYRES.
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OESTERREICHISCHER PHÖNIX.....	WIEN.
OFFICINE & CANTIERI LIGURI-ANCONITANI..	ANCÔNE.
OLIVARI, DAVID, <i>Courtier Maritime</i> .....	BUENOS-AYRES.
OLLER, SALVADOR, <i>Agent de MM. Carlos Hoppe &amp; Co</i> .....	BARCELONE.
OLSON & WRIGHT .....	STOCKHOLM.
OOST INDISCHE ZEE & BRAND ASSURANTIE MAATSCHAPPIJ.....	BATAVIA.
ORIENT-ASSURANCES (L <sup>r</sup> ).....	MARSEILLE.
OSKARSHAMNS MEKANISKA WERKSTAD.....	OSKARSHAMN.

P

PACIFIC COAST STEAMSHIP Co.....	SAN FRANCISCO.
PALMERS SHIPBUILDING & IRON Co L <sup>d</sup> ....	JARROW.
PARROTT & Co, <i>Insurance Agents</i> .....	SAN-FRANCISCO.
PARRY & Co, <i>Merchants</i> .....	MADRAS.
PECK-CHAS, E. & W. F.....	NEW-YORK.
PETERSEN, ENRIQUE.....	MALAGA.
PETERSEN, MÖLLER & HOPPE.....	COPENHAGUE.
PHILADELPHIA MARITIME EXCHANGE (THE)..	PHILADELPHIA.
PINCKERNELLE, G. & J. E., <i>Schiffsmakler</i> ..	HAMBURG.
PINTO LEITE, JOAQUIM FILHO & Co, <i>Merchants</i> .....	OPORTO.

<b>PINTO MOREIRA DA COSTA, Aug<sup>to</sup>, Président</b> <i>de l'Associação Comercial do Porto</i> ....	Oporto.
<b>PLATT &amp; JEREMIAH, Insurance Agents</b> ....	NEW-YORK.
<b>PLISSONNEAU &amp; C<sup>o</sup>, Négociants</b> .....	FORT-DE-FRANCE.
<b>PLOUVIEZ, PAUL, Agent d'Assurances</b> ....	PARIS.
<b>POULLIER, AUGUSTE, Assureur</b> .....	LILLE.
<b>POWELL DUFFRYN STEAM COAL C<sup>y</sup> L<sup>d</sup></b> ...	CARDIFF.
<b>PRESIDENCY PORT OFFICER</b> .....	MADRAS.
<b>PREUSSISCHE NATIONAL VERSICHERUNGS-GE-</b> <b>SELLSCHAFT</b> .....	STETTIN.
<b>PRICE &amp; PIERCE L<sup>d</sup>, Timber Merchants</b> ...	LONDON.
<b>PROVIDENTIA, Frankfurter Versicherungs</b> <i>Gesellschaft</i> .....	FRANKFURT-AM-MAIN.
<b>PROVIDENCIA (LA), Compagnie d'Assur.</b>	VIENNE.

R

<b>RAVANO, G.</b> .....	GÈNES.
<b>RAYLTON DIXON (SIR) &amp; C<sup>o</sup> L<sup>d</sup>, Shipbuild-</b> <i>ers</i> .....	MIDDLESBROUGH.
<b>READHEAD, J. &amp; SONS, Engineers and Ship-</b> <i>Builders</i> .....	SOUTH-SHIELDS.
<b>REIHERSTIEG SCHIFFSWERFTE UND MASCHI-</b> <b>NENFABRIK</b> .....	HAMBURG.
<b>RELIANCE, MARINE INSURANCE C<sup>y</sup> L<sup>d</sup> (THE)</b>	LIVERPOOL.
<b>RELIANCE, MARINE INSURANCE C<sup>y</sup> L<sup>d</sup> (THE)</b>	LONDON.
<b>RETTMEYER &amp; HESSENMÜLLER, Schiffsmakler</b>	HAMBURG.
<b>RHEINISCH-WESTFÄLISCHER LLOYD</b> .....	M <sup>c</sup> GLADBACH.
<b>RICHARDSONS, WESTGARTH &amp; C<sup>o</sup> L<sup>d</sup></b> .....	HARTLEPOOL.

<b>RIDEAU, A., Courtier d'Assurances</b> .....	BORDEAUX.
<b>RILEY &amp; C<sup>o</sup>, Insurance Agents</b> .....	MONTREAL.
<b>RIMBAUD &amp; C<sup>o</sup></b> .....	FORT-DE-FRANCE.
<b>RINMAN, E.</b> .....	GOTHEMBOURG.
<b>RIUNIONE ADRIATICA DI SICURTA</b> .....	TRIESTE.
<b>ROBERT, STEPHENSON &amp; C<sup>o</sup> L<sup>d</sup>, Shipbuilders,</b> <i>Engineers &amp; Dock Owners</i> .....	HEBBURN <sup>o</sup> /TYNE.
<b>ROBINS, JOHN, N., C<sup>o</sup> (2 Registres)</b> .....	NEW-YORK.
<b>RODRIGUEZ L.</b> .....	LA COROGNE.
<b>ROSE MURISON &amp; THOMSON, Marine &amp; Insu-</b> <i>rance Brokers</i> .....	GLASGOW.
<b>ROSE, THOMSON, YOUNG &amp; C<sup>o</sup>, Insurance</b> <i>Brokers</i> .....	LLOYD'S—LONDON.
<b>ROSENBLATT, G. &amp; C<sup>o</sup>, Merchants &amp; Ship</b> <i>Owners</i> .....	PORTLAND (OR.).
<b>ROSENTHAL, LOUIS, Agent de Compagnies.</b>	SAN-FRANCISCO.
<b>ROSER, F., Assureur</b> .....	PARIS.
<b>ROSER, A., directeur de la Nereide</b> .....	PARIS.
<b>ROSS, I. SMITH &amp; C<sup>o</sup></b> .....	LIVERPOOL.
<b>ROSSIJÄ VERSICHERUNGS GESELLSCHAFT</b> ...	ST-PETERSBURG.
<b>ROTT, J., Négociant</b> .....	TRIESTE.
<b>ROUX, J., Agent de la Bâloise</b> .....	PARIS.
<b>ROY, G.</b> .....	NANTES.
<b>ROY, M., Courtier Maritime</b> .....	NANTES.
<b>ROYAL EXCHANGE</b> .....	GLASGOW.
<b>ROYAL EXCHANGE ASSURANCE</b> .....	LONDON.
<b>ROYAL EXCHANGE</b> .....	MIDDLESBROUGH.
<b>ROYAL EXCHANGE</b> .....	SYDNEY.
<b>ROYAL EXCHANGE ASSURANCE</b> .....	AMSTERDAM.
<b>RÜCKVERSICHERUNGS BUREAU DER VERSICHE-</b> <b>RUNGS GES. ROSSIJA</b> .....	BERLIN.

<b>RUEFF, Administrateur-Délégué des Messageries Fluviales de Cochinchine</b> .....	PARIS.
<b>RUGER, THEODORE &amp; C<sup>o</sup>, Ship Brokers</b> ....	NEW-YORK.
<b>RUPRECHT, PH.</b> .....	NEW-YORK.
<b>RUSSISCHE GESELLSCHAFT FÜR SEE-, FLUSS- U. LANDVERSICHERUNGEN</b> .....	ST-PETERSBURG.
<b>RUSSISCHE VERSICHERUNGS GESELLSCHAFT VON 1867</b> .....	ST-PETERSBURG.
<b>RUSSISCHER LLOYD (3 Registres)</b> .....	ST-PETERSBURG.
<b>RUYS &amp; C<sup>o</sup></b> .....	ANVERS.
<b>RUYS &amp; C<sup>o</sup></b> .....	ROTTERDAM.

**S**

<b>SABATHIÉ J. &amp; FILS</b> .....	ROSARIO.
<b>SAINTIN, V., Courtier d'Assurance</b> .....	LE HAVRE.
<b>SALADIN, A. F., Courtier Maritime</b> .....	BORDEAUX.
<b>SALAMANDRA VERSICHERUNGS GESELLSCHAFT</b>	ST-PETERSBURG.
<b>SALLES, D.</b> .....	MARSEILLE.
<b>SALVESEN, CHR. &amp; C<sup>o</sup>, Ship-Brokers</b> .....	LEITH.
<b>SANDER, WIELER &amp; C<sup>o</sup>, Merchants</b> .....	HONG-KONG.
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<b>SCHEEPSAGENTUUR VOORHEEN J. DAENDELS &amp; C<sup>o</sup></b> .....	SOERABAYA.
<b>SCHEEPSAGENTUUR VOORHEEN J. DAENDELS &amp; C<sup>o</sup>, Agentschap</b> .....	SAMARANG.
<b>SCHLAEPFNER, WENNER &amp; C<sup>o</sup>, Négociants</b> ..	SALERNE.
<b>SCHLESISCHE, FEUERVERSICH GES.</b> .....	BRESLAU.

<b>SCHRAM, FR.</b> .....	STOCKHOLM.
<b>SCHRÖDER, J. H. &amp; C<sup>o</sup>, Merchants</b> .....	LONDON.
<b>SCHULTZ &amp; GROTH</b> .....	HAMBURG.
<b>SCOTT, H. &amp; SONS, Underwriters</b> .....	LLOYD'S — LONDON.
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<b>SÉCURITÉ (LA), Compagnie d'Assurances</b> ..	PARIS.
<b>SEE-BERUFGENOSSENSCHAFT</b> .....	HAMBURG.
<b>SEELE, F. M. A.</b> .....	HAMBURG.
<b>SELB &amp; HUVERSTUHL, Courtiers Maritimes</b> .	ANVERS.
<b>SERIS, ALBERT, Directeur de La Foncière</b> ..	LYON.
<b>SERVICIUL MARITIM ROMAN</b> .....	BUCHAREST.
<b>SHANGHAI DOCK &amp; ENGINEERING C<sup>o</sup> L<sup>d</sup> (THE)</b>	SHANGHAI.
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<b>SIEMSEN &amp; C<sup>o</sup>, Merchants</b> .....	HONG-KONG.
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<b>SIMON, CHARLES ED., Courtier Maritime</b> ..	NANTES.
<b>SIMONS, G., Agent d'Assurances</b> .....	ANVERS.
<b>SIMPSON, F.-M.</b> .....	COLOMBO.
<b>SINCLAIR &amp; BOYD, Insurance Brokers &amp; Agents</b> .....	BELFAST.
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<b>SJÖFÖRSÄKRINGS ACTIE BOLAGET AGIR</b> ....	STOCKHOLM.
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<b>SKIBSHYPOTHEKBANKEN</b> .....	COPENHAGUE.

<b>SLOMAN, R. M. Jr.</b> , <i>Schiffsmakler</i> .....	HAMBURG.
<b>SMITH'S DOCK C<sup>o</sup> L<sup>d</sup></b> .....	NORTH-SHIELDS.
<b>SOCIÉTÉ DE COMMERCE DES PAYS-BAS</b> .....	AMSTERDAM.
<b>SÖFORSKRINGS SELSKABET</b> .....	ÅRENDAL.
<b>SÖFORSKRINGS SELSKABET</b> .....	CHRISTIANIA.
<b>SÖFORSKRINGS SELSKABET POSEIDON</b> .....	CHRISTIANIA.
<b>SOLEY, G. T. &amp; C<sup>o</sup></b> , <i>Ship &amp; Insurance Brokers, Ship Owners</i> .....	LIVERPOOL.
<b>SÖMME, ANDR.</b> .....	STAVANGER.
<b>SORGENFREY, C. F. A.</b> , <i>Assecurateur</i> (2 Registres).....	HAMBURG.
<b>SPEIDEL &amp; C<sup>o</sup></b> .....	SAIGON.
<b>SPRECKELS, J. D. &amp; BROS</b> , <i>Commission Merchants</i> .....	SAN-FRANCISCO.
<b>STALEY, RADFORD &amp; C<sup>o</sup></b> .....	LONDON.
<b>STANDARD MARINE INSURANCE C<sup>o</sup> L<sup>d</sup></b> .....	LIVERPOOL.
<b>STEPHEN ALEX. &amp; SONS L<sup>d</sup></b> , <i>Shipbuilders &amp; Engineers</i> .....	GLASGOW.
<b>STOCKHOLMS SJÖFÖRSÄKRINGS ACTIE BOLAG</b> .....	STOCKHOLM.
<b>SUTHERLAND, B. J. &amp; C<sup>o</sup></b> , <i>Steamship, Owners &amp; Brokers</i> .....	NEWCASTLE-ON-TYNE.
<b>SVERIGES ALLMANNA SJÖFÖRSÄKRINGS ACTIE BOLAG</b> .....	GOTHEMBOURG.
<b>SWAN, HUNTER &amp; WIGHAM RICHARDSON L<sup>d</sup></b> ,.....	WALKER-NEWG.O/TYNE
<b>SWAN, HUNTER &amp; WIGHAM RICHARDSON L<sup>d</sup></b> ,.....	WALLSEND- <sup>o</sup> /TYNE.
<b>SYMONDSON, W. &amp; C<sup>o</sup></b> , <i>Merchants &amp; Ins<sup>ce</sup> Brokers</i> .....	LONDON.

T

<b>TACONET, PIERRE</b> , <i>Directeur de la Compagnie les Deux-Pôles</i> .....	LE HAYRE.
<b>TAMPLIN, T., W. &amp; C<sup>o</sup></b> , <i>Steamship Broker</i> .....	LONDON.
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<b>TEMPERLEY, J. &amp; C<sup>o</sup></b> , <i>Ship-Owners &amp; Brokers</i> .....	LONDON.
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<b>THAMES &amp; MERSEY MARINE INSURANCE COMPANY (LIMITED)</b> .....	LONDON.
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<b>THAMES &amp; MERSEY MARINE INSURANCE COMPANY (LIMITED)</b> .....	NEW-YORK.
<b>THAMES &amp; MERSEY MARINE INSURANCE COMPANY (LIMITED)</b> .....	PARIS.
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<b>THOMPSON, JOSEPH L. &amp; SONS L<sup>d</sup></b> , <i>Shipbuilders</i> .....	SUNDERLAND.
<b>THOMPSON, ROBERT &amp; SONS</b> , <i>Shipbuilders</i> ..	SUNDERLAND.
<b>TIROT, LOUIS</b> , <i>Agent de la Fédérale</i> .....	PARIS.
<b>TONNELIER</b> , <i>Courtier de navires</i> .....	ANVERS.
<b>TOP, V. A.</b> (2 Registres).....	COPENHAGUE.
<b>TOUTAIN, L.</b> , <i>Courtier d'Assurances</i> .....	LE HAYRE.



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TREDEGAR DRY DOCK & WHARF C <sup>o</sup> L <sup>d</sup> ....	NEWPORT (MON).
TURNER, MORRISON & C <sup>o</sup> .....	BOMBAY.
TWEEDE NEDERLANDSCHE ZEE VERZEKE- RINGS COMPAGNIE.....	AMSTERDAM.
TYNESIDE ENGINE WORKS (CARDIFF) L <sup>d</sup> , <i>Engineers, Boiler Makers, etc.</i> .....	CARDIFF.
TYSER & C <sup>o</sup> , <i>Underwriters</i> .....	LLOYD'S—LONDON.
TYSON, J. D. & C <sup>o</sup> , <i>Ins<sup>co</sup> Brokers</i> .....	LIVERPOOL.

U

ULRICI, H., <i>Agent de la Bâloise</i> .....	AMSTERDAM.
UNDERWRITERS ASSOCIATION.....	BOMBAY.
UNDERWRITERS' ASSOCIATION.....	LIVERPOOL.
UNION ACTIEN GESELLSCHAFT FÜR SEE- UND FLUSS-VERSICHERUNGEN.....	STETTIN.
UNION INSURANCE SOCIETY OF CANTON L <sup>d</sup> ..	HONG-KONG.
UNION INSURANCE SOCIETY OF CANTON L <sup>d</sup> ..	LONDON.
UNION INSURANCE SOCIETY OF CANTON L <sup>d</sup> ..	MELBOURNE.
UNION INSURANCE SOCIETY OF CANTON L <sup>d</sup> ..	SHANGHAI.
UNION INSURANCE SOCIETY OF CANTON L <sup>d</sup> ..	SINGAPORE.
UNION INSURANCE SOCIETY OF CANTON L <sup>d</sup> ..	SYDNEY.
UNION INSURANCE SOCIETY OF CANTON L <sup>d</sup> ..	YOKOHAMA.
UNION INTERNATIONALE, <i>C<sup>ie</sup> d'Assurances</i> ..	ANVERS.
UNION IRON WORKS.....	SAN-FRANCISCO.
UNION MARITIME (L <sup>i</sup> ), <i>C<sup>ie</sup> d'Assurances</i> ...	PARIS.
UNION MARINE INSURANCE COMPANY (L <sup>a</sup> )...	LIVERPOOL.
UNION MARINE INSURANCE COMPANY (L <sup>a</sup> )...	LONDON.

UNION MARINE INSURANCE COMPANY (L <sup>d</sup> ) OF LIVERPOOL (Agence).....	LYON.
UNITED STATES LLOYDS INSURANCE C <sup>o</sup> ....	NEW-YORK.
UNIVERSO (L <sup>i</sup> ), <i>Compagnie d'Assurances</i> ...	MILAN.
UNIVERSO (L <sup>i</sup> ), <i>Compagnie d'Assurances</i> ...	NAPLES.

V

VAN BOSSE, WED. J. & ZOON.....	AMSTERDAM.
VAN BUREN, GEER <sup>s</sup> , <i>Agents d'Assurances</i> ...	ROTTERDAM.
VANDENWINGAERT, EUG., <i>Agent d'Assu- rances</i> .....	ANVERS.
VANDER ZEE, W.F., <i>Agent de la Foncière</i> ..	SMYRNE.
VAN ERPECUM, K. J.....	SCHIEDAM.
VAN ES, P. A. & C <sup>o</sup> .....	ROTTERDAM.
VAN GEETRUYEN & CRAEN, <i>Agents d'assu- rances</i> .....	ANVERS.
VAN MARLE, M. & VEDER, <i>Agents d'Assu- rances</i> .....	ROTTERDAM.
VATERLÄNDISCHE TRANSPORT - VERSICHE- RUNGS ACTIEN-GESELLSCHAFT.....	ELBERFELD.
VENIER, P., <i>Négociant</i> .....	TRIESTE.
VEREENIGING VAN ASSURADEUREN.....	AMSTERDAM.
VEREIN BREMER SEE-VERSICHERUNGS GE- SELLSCHAFTEN.....	BREMEN.
VEREIN HAMBURGER ASSECURADEURE.....	HAMBURG.
VEREKER JORGE, <i>Ship, Commission Agent</i> .	RIO-GRANDE.
VERSICHERUNGS GESELLSCHAFT VON 1873...	HAMBURG.
VICKERS, SONS & MAXIM, L <sup>d</sup> .....	BARROW-IN-FURNESS.
VINCENS, CHARLES & FILS, <i>Agents d'Assu- rances</i> .....	MARSEILLE.

VON BERNUTH, MATH., <i>Agent d'Assurances</i>	ANVERS.
VORSTEHER-AMT DER KAUFMANNSCHAFT . . .	DANZIG.
VORWERK & C <sup>o</sup> . . . . .	VALPARAISO.

W

WAKEFIELD, L. C., <i>Underwriters</i> . . . . .	LLOYD'S—LONDON.
WALER & HUGHES, <i>Insurance Brokers</i> . . .	NEW-YORK.
WALLACE & C <sup>o</sup> , <i>Merchants</i> . . . . .	BOMBAY.
WALLACE BROTHERS . . . . .	LONDON.
WALKER, GOWARD & C <sup>o</sup> . . . . .	CALCUTTA.
WALLEM & C <sup>o</sup> , <i>Shipowners &amp; Shipping Agents</i> . . . . .	HONG-KONG.
WALLSEND SLIPWAY & ENGINEERING C <sup>y</sup> L <sup>d</sup> (THE). . . . .	WALLSEND- <sup>o</sup> /T.
WASMUTH, FEDERICO (CHEV.) . . . . .	LIVOURNE.
WATSON, H. H., <i>Merchant</i> . . . . .	SAN-FRANCISCO.
WELCH & C <sup>o</sup> , <i>Merchants</i> . . . . .	SAN-FRANCISCO.
WELLENSTEIN, KRAUSE & C <sup>o</sup> . . . . .	BATAVIA & SOURABAYA.
WENDT & C <sup>o</sup> . . . . .	LONDON.
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WESTERN ASSURANCE COMPANY . . . . .	ANVERS.
WESTERN ASSURANCE COMPANY (Fire & Marine). . . . .	LONDON.
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WILLIS, FABER & C <sup>o</sup> , L <sup>d</sup> , <i>Insurance Brokers &amp; Agents for Sea Insurance C<sup>o</sup> L<sup>d</sup></i> . . . . .	LONDON.
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WILLS, GEORGE & C <sup>o</sup> , <i>Merchants</i> . . . . .	FREMANTLE W. A.
WILLS, GEORGE & C <sup>o</sup> , <i>Australian Merchants</i> . . . . .	LONDON.
WINDSOR & C <sup>o</sup> , <i>Merchants</i> . . . . .	BANGKOK.
WINK, G., <i>Agent des Deutschen Lloyd</i> . . .	HAMBURG.
WOERMANN, C. . . . .	HAMBURG.
WOODS, F. L. . . . .	SAN-FRANCISCO.
WORLD MARINE INSURANCE C <sup>o</sup> , L <sup>d</sup> . . . . .	LONDON.
WORLÉE & JENSSEN, <i>Assicuranz Makler</i> . . .	HAMBURG.
WORMS & C <sup>o</sup> , <i>Merchants</i> . . . . .	CARDIFF.
WORMS & C <sup>o</sup> , <i>Armateurs</i> . . . . .	LE HAVRE.
WRIGHT, BROTHERS & C <sup>o</sup> , <i>Ship-Owners &amp; Ship &amp; Insurance Brokers</i> . . . . .	LONDON.
WÜRTEMBERGISCHE TRANSPORT VERSICHERUNGS GESELLSCHAFT. . . . .	HEILBRONN.

Y

YANGTZE INSURANCE ASSOCIATION L <sup>d</sup> . . . . .	LONDON.
YANGTZE INSURANCE ASSOCIATION L <sup>d</sup> . . . . .	SHANGHAI.
YTIER L. & C <sup>o</sup> , <i>Assureurs</i> . . . . .	MARSEILLE.

Z

ZEEMANSOOP . . . . .	AMSTERDAM.
ZEYEN & DE CEUNYCK, <i>Courtiers de Navires</i> . . . . .	GAND.

# UNDERWRITERS' INTERNATIONAL UNION

AGAINST THE RISKS

RESULTING FROM THE CARRIAGE OF GOODS.

CHAIRMAN TO THE COMMITTEE :

**REUSCH**

Director :

*in Berlin, C., Friedrichstrasse, 54.*

GENERAL SECRETARY TO THE UNION :

**M<sup>r</sup> R. ULRICH**

*Reichstags Ufer, 16, Berlin, N. W.*

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ALLGEMEINE SEEVERSICHERUNG-GESELLSCHAFT....	HAMBURG.
« ALLIANZ », Versicherungs-Aktien-Gesellschaft....	BERLIN.
ASSECURANZ-UNION VON 1865.....	HAMBURG.
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« DACIA-ROMANIA », Societate Generala de Asigurare.....	BUCAREST.
DE PRIVATE ASSURANDEURER.....	COPENHAGEN.
DERDE NEDERLANDSCHE ZEE VERZEKERING COMPAGNIE.....	AMSTERDAM.
DEUTSCHE TRANSPORT - VERSICHERUNG - GESELLSCHAFT.....	BERLIN.
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« DEUTSCHER LLOYD », Transport-Versicherungs-Aktien-Gesellschaft.....	BERLIN.
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ERSTE UNGARISCHE ALLGEMEINE ASSECURANZ-GESELLSCHAFT.....	BUDAPEST.
« EUROPA », Rückversicherungs-Gesellschaft....	BERLIN.
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« FONCIÈRE », Pester-Versicherungs-Anstalt.....	BUDAPEST.
« FORTUNA », Allgemeine Versicherungs-Aktien-Gesellschaft.....	BERLIN.
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« FRANKOVA », Rück- und Mitversicherungs-Aktien-Gesellschaft.....	FRANCFORT <sup>o</sup> /M
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« GLOBUS », Versicherungs-Aktien-Gesellschaft.	HAMBURG.
VERSICHERUNG-GESELLSCHAFT « HAMBURG ».....	HAMBURG.
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# REGULATIONS

OF THE

UNDERWRITERS' INTERNATIONAL UNION AGAINST THE RISKS RESULTING FROM THE CARRIAGE OF GOODS

ESTABLISHED BY THE BUREAU VERITAS

for the stowage of corn and grain cargoes of all kinds in bulk for the navigation of the European seas.

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The Surveyors of the *Underwriters' International Union* are instructed to deliver at the request of Shipowners Captains or Charterers a certificate of good stowage of corn or grain cargoes of all kinds laden in bulk.

The Surveyors must inspect the vessel before she takes in cargo, during loading and also before she sails; they must be guided by the following prescriptions.

This survey does not in any way relieve the captain of his responsibility.

## REGULATIONS.

### I.

All vessels loading corn or grain in bulk, to have their ceiling caulked up to the upper turn of the bilges. In wooden vessels, the said ceiling will be chinsed up to the underside of the deck, so as to prevent the corn or grain in bulk from choking the pumps.

In iron vessels it is not necessary to chins the sides above the ceiling of the bottom.

### II.

All vessels to have a platform resting upon crossttimbers placed so as not to hinder the water from running down. In flat bottomed vessels, the platform must be at least 20 centimeters (8 English

inches) high at the keelson, this height to be raised to 25 centimeters (10 English inches) at the bilges (\*).

In sharp built vessels the platform must have at the keelson and bilges a height of 15 centimeters (6 English inches) and in vessels, having a very great rise of floor the height shall be at the keelson 18 centimeters (7 English inches) and at the bilges 5 centimeters (2 English inches). In vessels under 150 tons the height of the platform may be reduced to two-thirds from that required above.

The crossttimbers should not be more than 30 centimeters (12 English inches) apart.

If preferred by the Captain, dunnage wood, boards or staves may

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(\*) The depth of the platform will be found in the different heights mentioned hereafter.

be substituted to the platform, but then the Surveyor will have to ascertain that this be so arranged, that it allows a free draining of the water.

Steamers with a double bottom shall have a wood ceiling resting upon crossttimbers 4 centimeters (1 1/2 English inch) thick. The tops of the waterballast tanks must be provided with water courses.

### III.

The platform, in the bottom of the vessel, will be covered with a double lining of mats or sails; the masts, the bitts, the pump-well, the chain-lockers and the watertanks, whether they be iron or wood, will be protected by laths, and also lined with good mats. This lining must be sufficiently close to prevent the corn from finding its way into the space between the timbers.

If the platform is made with boards well fastened together and clincher-built, no mats or sails will be required, but the loose knots which may be found in the planks must be covered over.

The pump-well of vessels above 200 tons must have sufficient dimensions to allow a man to have access down to the well.

### IV.

All vessels having a maximum width of 10 meters (33 English feet) must have amidship a longitudinal bulkhead, extending from the deck to half the depth of hold. In vessels loading grain or barley, the longitudinal bulkhead will extend at least from the deck, down to two-thirds of the depth.

The boards of these bulkheads must be at least 4 centimeters 1 1/2 English inch) thick and properly secured on both sides of the stanchions. The size of the stanchions is regulated by the depth of hold of the vessel; they must be firmly secured to the deckbeams as well as to the keelson; the distance between the stanchions shall not exceed 2<sup>m</sup>74 (9 English feet).

If the distance between the stanchions is not over 2<sup>m</sup>,13 (7 English

feet), the boards of the bulkheads will not be required to be more than 33 millimeters (1 1/4 English inch) thick.

For vessels having a maximum capacity of 200 quarters and navigating in the Baltic or along the coast, longitudinal bulkheads will not be required; for vessels having another navigation and whose hold is divided, by transversal bulkheads, in several compartments, no longitudinal bulkhead will be required in the compartments fore and aft, unless the capacity of these compartments exceeds 200 quarters.

### V.

In vessels with more than 3<sup>m</sup> (10 English feet) depth of hold under the upper deck or under the lower deck, the longitudinal bulkhead will be stayed by shores firmly secured to every other stanchion and to the sides of the vessel. These shores shall be placed at one-third of the depth of hold, measured from the deck down, and firmly secured to every other stanchion at both ends, so that shifting becomes impossible when the vessel rolls.

### VI.

The stanchions of the deck or 'tweendeck may be double, so as to allow the boards to slide in between them. In such case, the boards of the bulkheads shall be proportionally increased in thickness and will be at least 6 1/2 centimeters (2 1/2 English inches) thick. The double stanchions will be carefully attached to the deckbeams, as well as to the keelson.

If the distance between these stanchions does not exceed 2<sup>m</sup>,13 (7 English feet) the boards of the bulkheads need only be 5 centimeters (2 English inches) thick.

### VII.

If the width of the vessel inside the ceiling be over 10<sup>m</sup>

(33 English feet) two longitudinal bulkheads will be required, instead of the single one specified in § IV; they will be placed at one-third of the vessel's beam; these bulkheads must extend from the deck down to half the depth of hold.

If the vessel has lower deck beams, the stanchions of the bulkheads must extend down in the hold and be strongly secured to the beams of the deck and to those of the lower-deck. These bulkheads will be arranged like that required amidships for narrower vessels and shall be stayed by shores, secured to the stanchions and to both sides of the vessel, under the lower deck beams.

#### VIII.

As the side compartments in vessels having two bulkheads, will be the first to be filled up, a board will be left out at the top, to allow the remaining part to be filled up to the deck; the bulkheads will afterwards be closed and covered with good mats.

#### IX.

In vessels whose beam exceeds 10<sup>m</sup>,70 (35 English feet) and which have no lower deck, in addition to the above prescriptions, there will be required a platform on that part of the corn which is laden in bulk, and this platform will be covered with at least three layers of corn in sacks.

#### X.

If the vessel has a complete lower deck, a longitudinal bulkhead will be required in her hold.

The longitudinal bulkhead in the 'tweendeck must extend from the upper to the lower deck.

The hatchways of the lower deck will remain open, so as to facilitate the filling of the hold, when the cargo settles down.

If preferred, a platform may be established in the hold of such vessels, on the corn laden in bulk, instead of the longitudinal bulkhead; the said platform being afterwards covered with at least three layers of corn in sacks.

#### XI.

In vessels with two decks or two decks and a tier of holdbeams having a depth measured from the upper edge of the floors, exceeding 2/3rds of the vessel's width measured off the *ceiling*, two longitudinal bulkheads will be required in the 'tweendeck extending from upper to lower deck forming a trunk.

The two compartments on the starboard and port side shall remain empty, so as to avoid overloading and to assure a good stability to the vessel.

The hatchways of the lower deck will remain open, so as to facilitate the filling of the hold when the cargo settles down.

In the hold of such vessels, a longitudinal bulkhead will be required amidship's, the said bulkhead extending from the lower deck down to one-third of the depth of hold. In vessels which besides two decks have a tier of hold beams, the stanchions of the bulkheads shall be solidly connected to these beams and shall also be stayed by shores.

#### XII.

The longitudinal bulkheads will be provided between the beams with additional boards mounting up to the deck to which they must be well fixed. If the longitudinal bulkhead consists of a double set of boards running on each side of the stanchions, one of these two partial partitions will only come up to the deck as stated above. The longitudinal bulkheads will be covered with a lining of good mats or sails fastened to the deck so as to prevent the corn or seeds from finding their way through the seams of the planks.

In all cases, it is recommended to stow the grain up to the deck and not only to the lower side of the beams.

XIII.

If a vessel, through being overloaded, cannot be entirely filled, she will be fitted forward and aft in the hold, with transversal bulkheads extending from the deck down to the hold. If the vessel has a lower or orlop deck forward and aft, it will be sufficient to load completely the hold and to have the transversal bulkheads descending down to that lower deck.

The transversal bulkheads will be inclined to an angle of 60 or 70 degrees, so that the space between the two bulkheads be narrower under the deck, than at the bottom of the hold. It will thus more effectually resist the pressure of the cargo. They will also, like the longitudinal bulkheads, be supported by shores.

XIV.

All the wood used in the construction of the platforms, the ceilings and the bulkheads must be dry, the use of damp or wet wood is interdicted.

XV.

The Surveyor, when the lining of the fore and after part of the vessel will take place, shall take care that the mats be disposed so

as to prevent the corn from finding its way through the laps of the mats, when the corn is allowed to run forward and aft when oading.

XVI.

No corn or grain cargoes, either in bulk or in sacks, will be allowed to be stowed in spardecks, hurricanedecks or awningdecks, nor either in poops or forecastles.

In the case only when vessels will be unable to load sufficiently by the stern, they will by exception be allowed to take cargo in the poop or in the spardeck, but then only in sacks.

XVII.

The above prescriptions are not applicable to the navigation of rivers or interior trade.

XVIII.

Vessels which only load one-third of their cargo in bulk and the other two-thirds in sacks, must be provided with a platform, as prescribed by art. II of the Regulations, but the longitudinal bulkheads may be dispensed with. When more than one-third is loaded in bulk, then all prescriptions of these rules are obligatory.

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# STOWAGE-REGULATIONS

FOR

VESSELS WITH CARGOES OF GRAIN, OR GRAIN AND GENERAL MERCHANDISE

FROM

PORTS OF THE UNITED STATES OF AMERICA TO EUROPEAN PORTS

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The following rules, which have been approved by the *Bureau Veritas*, must be observed by all vessels loading grain insured by members of the International Underwriters' Association.

## A

### Loading all bulk, or part bulk and part bags.

#### I.

##### THE PUMP-WELL.

All vessels must have a pump-well sufficiently large to admit of the passage of a man to the bottom of the hold with room to work conveniently when there, say not less than four feet fore and aft, and five feet athwartship.

Access thereto must be practicable at all times either by a man-hole through the upperdeck, or by a clear passage-way through the 'tweendecks from the after hatch.

In no case must it be from the main hatch.

#### II.

All vessels shall have their ceiling if necessary caulked up to the upper turn of the bilges.

The pump-well, chain-lockers, the masts and watertanks, whether of wood or iron, must be properly cased to prevent damage.

The air strakes, all knees, the bitts and open seams must be cleated grain tight. 'Tweendeck scuppers must be closed.

#### III.

##### DUNNAGE.

All vessels must have a platform in the bottom upon the ceiling, which must rest upon sleepers of scantling  $3 \times 4$  inches, not more than 12 inches apart, supported by studs of corresponding size, also 12 inches apart and supplied with good channels for a free draining of the water to the pumps. The platform must be raised in medium vessels at least twelve inches from the flat of the floor, in the bilges fifteen inches, and in vessels which are very flat or sharp increased or diminished at the discretion of the Inspector. In no case must the platform be laid on

loose dunnage, nor must it be laid on the bilge keelsons, even when such keelsons may be more than 12 inches high, but there must always be sufficient room for the free passage of water under it. The platform must be laid with two thicknesses of one inch boards overlapping at the edges and ends, and care must be taken that it be perfectly tight to prevent any grain from passing through. The floor is considered as extending from the keelson to the sides of the vessel and not as terminating at the bilge keelsons.

Steamers with a double bottom are not subjected to the prescriptions of this section, but shall have a wooden platform resting upon crossttimbers 1  $\frac{1}{2}$  inch thick. The latter must be provided with water courses.

The sides of wooden vessels above the turn of the bilges must be ceiled after the manner of clapboarding reversed and properly furred, so as to turn water from the grain and cleated tight to prevent the grain from choking the pumps. For iron vessels it is not necessary to raise the floor, when the cargo platform is sufficiently high and no ceilings will be required above the fixed platform.

#### IV.

##### TRANSVERSE AND TRIMMING BULKHEADS.

If a vessel cannot be entirely filled, transverse bulkheads of strong boards must be fitted forward and aft at suitable places.

These transverse bulkheads must extend in single deck vessels or in vessels with one deck and beams from the deck down to the bottom of the hold, in vessels with a 'tweendeck laid forward and aft or in vessels with a complete 'tweendeck throughout its entire length, they shall extend only from the upper to the lower deck.

These transverse bulkheads are to be fixed at an angle of 60 or 70 degrees, so that the space enclosed between them is narrower under the deck than at the bottom of the hold, in order more effectually to resist the pressure of the cargo. Vessels with one deck, or one deck and beams must have, in addition to the forward and

after bulkheads 2 trimming bulkheads extending  $\frac{3}{4}$  down and so placed that, in loading, the middle compartment will be entirely filled and the end ones left to trim the vessel.

#### V.

##### SHIFTING BOARDS.

Vessels up to 33 feet beam must have amidships a longitudinal bulkhead or shifting boards two inches thick, extending from the keelson to the upperdeck, on each side of the stanchions. Vessels over 33 feet beam must have two longitudinal bulkheads or shifting boards each at one-third of the vessel's beam and extending in vessels with one deck or with one deck and beams from the floor to the upper deck.

Vessels with two fixed decks, with or without a tier of holdbeams, shall have two longitudinal bulkheads in the 'tweendeck, extending from the upper to the lower deck and one longitudinal bulkhead in the lower hold, extending from the 'tweendeck to the keelson.

As the side compartments in vessels, having two bulkheads, will be the first to be filled up, a board must be left open in the upper part of the bulkheads to allow the grain to be well filled up; the bulkheads will afterwards be carefully closed.

The deck or 'tweendeck stanchions may be double, so as to allow the boards of the longitudinal bulkheads to slide in between them.

In such case the boards of the bulkhead must be at least 4 inches thick.

#### VI.

##### STANCHIONS AND STUDS.

The stanchions not to be removed but firmly secured with good clamps to the deckbeams as well as to the keelson and not more than nine feet apart. In case the stanchions are over seven feet apart, or if the vessel's depth of hold exceeds 10 feet under the upper or the lower deck, the longitudinal bulkhead shall further be

stays by shores firmly secured to every alternate stanchion and to the sides of the vessel at one-third of the depth from the deck. The size of the stanchions is regulated by the depth of hold of the vessel. The transverse bulkheads must also have studs of one entire piece of spruce or pine, extending the depth of the vessel and to be set 18 inches apart. The shores and studs must also rest in good clamps so that shifting becomes impossible. The shores and studs must be not less than  $4 \times 6$  inches, but for vessels of a greater depth than 14 feet, the studs must be  $4 \times 8$  inches.

The forward bulkhead will require extra security.

#### VII.

##### LAYERS OF GRAIN IN BAGS OVER THE BULK CARGO.

Vessels which intend to load  $\frac{2}{3}$  of their cargo in bulk and  $\frac{1}{3}$  in bags must have, when bags are stowed on loose grain, a layer of boards under them, to prevent the bags from settling into the bulk cargo. In reference to end compartments as specified in Rule IV, if not entirely filled, the loose grain must be covered by bags of grain and properly stowed as above.

#### VIII.

Double decked vessels are required to leave off the 'tweendeck hatches, and to take up two streaks of 'tweendeck planks on each side from fore to aft as regulated by the Inspector, say about five feet from the waterways, so as to facilitate the gradual filling of the hold when the cargo settles down.

In place of removed 'tweendeck planks, the 'tweendeck must be secured by coils on the top of the beams.

#### IX.

Materials for the construction of the dunnage and bulkheads must be of good quality and perfectly dry. All unsound knots must be covered.

#### X.

The Inspector must see that the grain is well trimmed up between the beams and the space between them completely filled.

#### B

##### Loading all bags.

#### I.

Vessels being loaded with grain in bags must observe the same rules as specified in A, I and II for vessels loading grain in bulk or part bulk and part bags, with the exception of closing scuppers. The dunnage in the hold must have the same height on the floor and on the bilges as for bulk cargoes and four inches on the sides up to the beams, either clapboarded from deck to keelson or entirely covered with sails, so as to prevent any loose grain from running down to the floor of the vessel. If sails are used, they must be of good quality and free from holes.

'Tweendecks must be dunnaged three inches from the sides and two inches from the deck and the dunnage laid athwartships, so that the water can run to the scuppers.

#### II.

##### SHIFTING BOARDS.

A longitudinal bulkhead or shifting boards *amidships* as specified in A V must extend six feet from the beams downward in the hold and 'tweendecks, and may be set four inches apart.

#### III.

##### QUALITY OF BAGS.

Care must be taken that the bags, especially those which are stowed in the ground tier or next to the sides of the vessel, are in

perfect order and that the seams of the bags are inside when stowed against the sides of the vessel, so as to prevent any loose grain from falling down the sides of the vessel. The tiers are to be laid close and well filled.

## GENERAL CONDITIONS

### I.

#### DRAUGHT OF WATER.

The draught of water of wooden vessels to be regulated by three inches clear side for every foot depth of hold, or at the discretion of the Inspector measured from the under side of the deck at the lowest part of the sheer to the water's edge amidships when upright.

In wooden vessels having an additional deck put on after construction, or having a light upper deck, the depth of hold to be measured for draught from original or main deck. For iron vessels the draught of water to be regulated by the Inspector.

### II.

Before receiving cargo, it is requested to see if the deck and opsides of the vessels are in good condition.

### III.

Flat floored wall sided ships should be fitted with bilge pumps.

January 1880.

R. ULRICH,  
Secretary General of the International  
Underwriters' Association.



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Bergen (Norvège)... ..	Carl Joach. Möller (Sous-Agent de A. O. Arnesen).	Calais (Pas-de-Calais).....	Jean Mulard (Sous-Agent de M. L. Herbart & Cie).
Bermudes (Iles).....	N.-T. Butterfield & Son, à Hamilton.	Cali (Colombie).....	Ricardo Price G. (Correspondant).
Berwick (Angleterre).....	Ben. George Sinclair.	Camranh (Annam) .....	De Houdetot (Sous-Agent de M. E. Schnéegans), à Thuy-Trieu.
Beyrouth (Syrie).....	Mourgue d'Algue & Dadre.	Canal de Suez (Égypte).....	L. Savon & Cie, à Port-Saïd.
Bilbao (Espagne).....	Francisco de Sevilla.	Canaries ( Ste-Croix-de-Ténériffe iles ) { Las-Palmas. ....	Hardisson frères. Miller & Co.
Binic (Côtes-du-Nord).....	J. Bahier, à Saint-Brieuc.	Candie ou Crête (île de) (Turquie)	Augustin Prêve, à La Canée.
Bizerte (Tunisie).....	E. Piquet (Correspondant).	Cannes (Alpes-Maritimes)....	Tony Valentin, à Antibes.
Björneborg (Finlande).....	W. Wallin (Sous-Agent de Trapanus Seth).	Cape Town ou le Cap (Col. du Cap)	Thomson Watson & Co.
Bogota (Colombie).....	George D. Child.	Cap-Haitien (République d'Haïti)	Edw. Lyon & Co.
Bombay (Indes).....	F. E. Hardcastle.	Cap-Vert (îles du) .....	Millers & Corys, à St-Vincent.
Bône (Algérie) .....	Henri Toche père.	Caracas (Venezuela) .....	Lassère & Cie.
Bonifacio (Corse).....	Carréga & Santini.	Cardiff (Angleterre).....	Wendt & Cie (Sous-Agents de E. Handcock).
Bordeaux (Gironde) .....	Comité des Assureurs.	Carlsrona (Suède).....	G. Ernberg & Co.
Boston (Etats-Unis).....	Christopher Gore.	Cartagena (Colombie).....	T. C. Stevenson (Sous-Agent de Vengoechea & Cie).
Bougie (Algérie).....	Louis Michel.	Carthagène (Espagne).....	J. Braquehais.
Boulogne-sur-Mer (Pas-de-Calais)	Eugène Patin.	Casabianca (Maroc).....	G. H. Fernan & Cie (Sous-Agents de M. Abraham H. Cohen).
Braïla (Roumanie).....	Labadie & Vuccino.	Castellamare (Sicile).....	Fodera & Borruso (Sous-Agents de A. Castellano).
Brazzaville (Congo français)....		Catane (Sicile).....	Carmelo Galatioto (Sous-Agent de A. Castellano).
Brême (Allemagne) .....	L. Delius & Co.	Cayenne (Guyane Française)..	Édouard Antier.
Brest (Finistère).....	A. Huau.		
Brindisi (Italie).....	Nervegna frères.		
Bristol (Angleterre) .....	Francis Barnard.		
Bruxelles (Belgique) .....	Derosier (Correspondant).		
Bucaramanga (Colombie).....	Julio Silva Silva.		
Buenos-Ayres (Rép. Argentine).	H. Py & L. Grandval.		



Ceara (Brésil).....	Boris frères.
Cette (Hérault).....	Jean Comolet.
Charleston (Caroline du Sud) (États-Unis).....	Gourdin Matthiessen & C <sup>o</sup> .
Cherbourg (Manche).....	F. Petiteville.
Chio (Turquie).....	Pierre Antovich.
Christiania (Norvège).....	Fearnley & Eger.
Christiansand (Norvège).....	Gunnar E. Due (Sous-Agent de A. O. Arnesen).
Christiansund (Norvège).....	Karl Bang (Sous-Agent de A.-O. Arnesen).
Ciudad Bolivar (Venezuela)....	Pietrantonì & C <sup>ie</sup> .
Civita Vecchia (Italie).....	Ant <sup>o</sup> Bellettieri & C <sup>o</sup> (Corresp.).
Cocanada ou Godavari (Indes)..	Gallois Montbrun & C <sup>ie</sup> .
Conakry (Guinée).....	Devès & G. Chaumet.
Conquet (Le) (Finistère).....	A. Huau, à Brest.
Constantine.....	A. Husson (Sous-Agent de M. F. Dallest).
Constantinople (Turquie).....	César Joffredy.
Copenhague (Danemark).....	Theo. Koch & C <sup>o</sup> .
Coquimbo (Chili).....	Augustur Virgilio & Hijo.
Corfou (Grèce).....	C. A. Barff & C <sup>o</sup> (Correspondants).
Corogne (La) (Espagne).....	F. Saunier.
Cowes (île de Wight) (Angle- terre).....	Winther & C <sup>o</sup> .
Crête ou Candie (île de) (Turquie)	Augustin Prêve, à La Canée.
Croisic (Le) (Loire-Inférieure)..	Gratien Roy, à Nantes.
Cuba (île) (Antilles).....	Dussaq & C <sup>o</sup> , Successeurs Dussaq & Gohier, à La Havane.
Curaçao (île) (Antilles).....	S. E. L. Maduro & Sons.
Cuxhaven (Prusse).....	Dutton & Dultz.

Dakar (Sénégal).....	Maurel & H. Prom.
Danube (Le).....	Labadie & Vuccino, à Braila.
Dartmouth (Angleterre).....	E.-M. Turnor & Son (Corresp.).
Deauville (Calvados).....	J. Greenhalgh, à Trouville.
Diego-Suarez (Madagascar)....	F. Rouxel.
Dieppe (Seine-Inférieure).....	Edmond Corue.
Djibouti (Côte orient. d'Afrique).	C <sup>ie</sup> de l'Afrique Orientale (Mari- time et Commerciale).
Djidjelli (Algérie).....	Joseph Grasson (Sous-Agent de M. Louis Michel), à Bougie.
Douarnenez (Finistère).....	E. Delécluse.
Douvres (Angleterre).....	George Hammond & C <sup>o</sup> .
Drontheim ou Trondhjem (Nor- vège).....	Albr. W. Selmer (Sous-Agent de A.-O. Arnesen).
Dundee (Écosse).....	W.-O. Taylor & C <sup>o</sup> .
Dunkerque (Nord).....	L. Herbart & C <sup>ie</sup> .
Durban (Colonie de Natal).....	W. Dunn & C <sup>o</sup> .
East-London (Colonie du Cap)..	Dunn & C <sup>o</sup> .
Egersund (Norvège).....	O. G. Gjessen, à Skudesnaes (Sous-Agt de A.-O. Arnesen).
Elseneur (Danemark).....	Sophus Rasmussen (Sous-Agent de Theo Koch & C <sup>o</sup> ).
Emden (Allemagne).....	Y. & B. Brons (Correspondants).
Falmouth (Angleterre).....	W <sup>m</sup> Broad & Sons.
Farsund (Norvège).....	P. Sundt (Sous-Agent de A.-O. Arnesen).
Fayal (île de l'archipel des Açores)	Silveira Edwards & C <sup>o</sup> .
Fécamp (Seine-Inférieure)....	Maurice Renault.
Féroé (archipel des).....	Jacob Lützen, à Thorshavn (île Stroemoe).

Ferrol (Le) (Espagne).....	Emilio Anton.	Guadeloupe (île de la) (Antilles)	E. Fleurot, à Pointe-à-Pitre.
Fiume (Autriche).....	Giacomo Treves (Sous-Agent de Ed. Richetti).	Guatemala (Guatemala).....	E. Goubaud.
Flekkefiord (Norvège).....	P. Sundt (Sous-Agent de A.-O. Arnesen), à Farsund.	Guayaquil (Equateur).....	Reyre frères & C <sup>ie</sup> .
Flotte (La) (île de Ré) (Charente-Inférieure).....	P. Plaideau, à Saint-Martin-de-Ré.	Guayra (La) (Venezuela).....	A. Dupouy & C <sup>ie</sup> (Sous-agents de Lassère & C <sup>ie</sup> ).
Fort-de-France (Martinique)...	E. Reynoard.	Guernesey (îles anglo-normand.)	H. Stickland & Son.
Frederikshavn (Danemark)....	P.-J. Kall.	Haïphong (Tonkin).....	Alcide Bleton.
Fredrikstadt (Norvège).....	Carsten Thiis (Correspondant).	Haiti (Rép.d') { Cap Haïtien ...	Edw. Lyon & C <sup>o</sup> .
Funchal (Madère).....	João de Freitas Martins.	(Antilles). { Port-au-Prince.	Simmonds frères.
Galatz (Roumanie).....	Labadie & Vuccino, à Braila.	Hambourg (Allemagne).....	Henry Schmidt.
Gênes (Italie).....	Giuseppe Zerega di Serafino.	Hamilton (îles Bermudes).....	N. T. Butterfield & Son.
Gibraltar (Espagne).....	Smith Imossi & C <sup>o</sup> .	Hankow (Chine).....	Comptoir Franco-Chinois d'Importation et d'Exportation, L. Faga (Correspondant).
Gijon (Espagne).....	Victor Carvajal.	Hanoi (Tonkin).....	H. Bourgouin (Sous-Agent de Alcide Bleton).
Girgenti (Sicile).....	Vincenzo Burgio (Sous-Agent de A. Castellano).	Hartlepool (Angleterre).....	E.W.Garbutt, à West-Hartlepool
Glasgow (Écosse).....	D.-M. Stevenson & C <sup>o</sup> .	Harwich (Angleterre).....	Groom & Son.
Gloucester (Angleterre).....	Francis Barnard, à Bristol.	Haugesund (Norvège).....	H. T. Enes (Sous-Agent de A.-O. Arnesen).
Godavari ou Cocanada (Indes)...	Gallois Montbrun & C <sup>ie</sup> .	Havane (La) (Cuba).....	Dussaq & C <sup>o</sup> , successeurs Dussaq & Gohier.
Gorée (Sénégal).....	Maurel & H. Prom.	Havre (Le) (Seine-Inférieure)...	Comité des Assureurs.
Gothembourg (Suède).....	James Sinclair & Son.	Helsingborg (Suède).....	W. Wingårdh.
Gothland (île) (Suède).....	E. Cramér, à Wisby.	Helsingfors (Finlande).....	E.-A. Hjell (Sous-Agent de Tra-panus Seth).
Granville (Manche).....	A. Saillard.	Hiogo (Japon).....	Oppenheimer frères.
Grao de Valencia (Espagne)...	V. Cubells.	Honda (Colombie).....	Francesco Vengoechea (Sous-Agent de Vengoechea & C <sup>ia</sup> ).
Great Yarmouth (Angleterre)...	T. Small & C <sup>o</sup> (Correspondants).	Honfleur (Calvados).....	A. Duret.
Grenoble (Isère).....	P. Naudin fils (Correspondant).	Hong-Kong (Chine).....	Meurer fils & C <sup>ie</sup> (Correspondant).
Greytown ou Port-San-Juan- } du-Nord (Nicaragua)..... }	Latargerie.	Horta (Fayal) (Açores).....	Silveira Edwards & C <sup>o</sup> .
Grimshy (Angleterre).....	W <sup>m</sup> Brown, Atkinson & C <sup>o</sup> .		
Grimstad (Norvège).....	Oluf Due (Sous-Agent de A.-O. Arnesen.)		

Horten (Norvège).....	Albert O. Arnesen.
Huelva (Espagne).....	Lucien Salabelle.
Hull (Angleterre).....	W <sup>m</sup> Brown, Atkinson & C <sup>o</sup> .
Iquitos (Pérou).....	Voir Yquitos.
Islande $\left\{ \begin{array}{l} \text{du Cap Nord à Ingolfs-} \\ \text{hofdi}..... \\ \text{du Cap Nord à Rey-} \\ \text{kiavik \& les îles} \\ \text{Westmann}..... \end{array} \right\}$	Thorstein Egilsson, à Reykiavik.
Ivice ou Ibiza(île)(îles Baléares)	J. & Y. Wallis y Cia.
Jamaïque (île de la) (Antilles)..	George & Branday, à Kingston.
Java(île de)(Indes néerlandaises)	Export-Maatschappij voorheen B. Van Leeuwen & C <sup>o</sup> .
Jersey (îles anglo-normandes)..	Ph. Barbier.
Key-West (États-Unis).....	J. Fogarty.
Kingston (Jamaïque).....	George & Branday.
King's Lynn (Angleterre).....	Garland & Flexman.
Kobe (Japon).....	I. Oppenheimer.
Kœnigsberg (Prusse).....	Gustav Hermes.
Konakry (Guinée).....	Devès & G. Chaumet.
Kotka (Finlande)..	Enok Blomberg (Sous-Agent de Trapanus Seth).
Kragerø (Norvège).....	Harald Larsen (Sous-Agent de A.-O. Arnesen).
Lagos (Portugal).....	J.-A. Favre (Correspondant).
La Canée (île de Crète).....	Augustin Prêve.
La Guayra (Venezuela).....	A. Dupouy & C <sup>ie</sup> (Sous-agents de Lassère & C <sup>ie</sup> ).

La Havane (Cuba).....	Dussaq & C <sup>o</sup> , successeurs Dus- saq & Gohier.
La Martinique (île de).....	E. Reynoird, à Fort-de-France.
Landerneau (Finistère).....	A. Huau, à Brest.
Langesund (Norvège).....	M. Oppen & C <sup>o</sup> (Sous-Agents de A.-O. Arnesen), à Laurvig.
Lannion (Côtes-du-Nord)....	Charles Péron.
La Nouvelle (Aude).....	Joseph Manyà.
Larache (Maroc).....	Joseph M. Abitbol (Sous-Agent de M. Abraham H. Cohen).
La Rochelle (Charente-Infér.)..	Michel & fils.
La Tremblade (Charente-Infér.).	A. Dières-Montplaisir (Corresp.).
La Valette (île de Malte).....	J. Scieluna & fils.
Las Palmas (îles Canaries).....	Miller y C <sup>ia</sup> .
Laurvig (Norvège).....	M. Oppen & C <sup>o</sup> (Sous-Agents de A.-O. Arnesen).
Leipzig (Allemagne).....	Brüggmann & Kröhl.
Leith (Écosse).....	Geo. V. Turnbull & C <sup>o</sup> .
Lemvig (Danemark).....	Anthon Andersen.
Licata (Sicile).....	Arturo Verderame (Sous-Agent de Castellano).
Lillesand (Norvège).....	G. Krog (Sous-Agent de A.-O. Arnesen).
Lima (Pérou).....	Sébastien Pernot.
Lisbonne (Portugal).....	Lima Mayer & C <sup>ie</sup> .
Liverpool (Angleterre).....	C. Collet.
Livourne (Italie).....	De Micheli & Wassmuth.
Llanelly (Angleterre).....	Stone & Coombs(Correspondants)
Londres (Angleterre)...	Wendt & C <sup>o</sup> .
Lorient (Morbihan).....	Edgard Dufilhol et fils.
Lourenço-Marques(Mozambique)	J. Eschmann & C <sup>o</sup> (Correspon- dants).

Lovisa (Finlande).....	G. Hamberg (Sous - Agent de Trapanus Seth).
Lucayes ou Bahama (arch.) (Antilles)	<div> <div>Ile de la Nlle- Providence. Iles Turques.</div> <div>Lewis Taylor, à Nassau. S.-F. Rigby.</div> </div>
Madère (ile).....	João de Freitas Martins.
Mahon (îles Baléares).....	P.-B. Valls.
Majunga (île de Madagascar)...	Arthur Garnier.
Malaga (Espagne).....	Vda de Vicente Baquera y Cia.
Malmö (Suède).....	Frick & Frick.
Malte (île de).....	Les Fils de G. Vadala.
Mananjary (Madagascar).....	Soc. Française de Commerce et de Nav. à Madagascar (Corresp.).
Mandal (Norvège).....	Gunnar E. Due (Sous-Agent de A.-O. Arnesen), à Christiansand.
Manille (Philippines).....	Ker et C <sup>o</sup>
Maranhao (Brésil).....	Joao Victal de Mattos.
Mariehamn (île Aland) (Finlande).....	Ab. Ohberg (Sous-Agent de Trapanus Seth).
Marsala (Sicile).....	Francesco Pace & fils (Sous-Agts de A. Castellano).
Marseille (Bouches-du-Rhône).	Courtès père & fils.
Martinique (île de la) (Antilles).	E. Reynoard, à Fort-de-France.
Maurice (île).....	Adam & C <sup>ie</sup> , à Port-Louis.
Mayorque (îles des Baléares)...	Benito Pomar, à Palma.
Mazagan (Maroc).....	Isaac Brudo (Sous-Agent de M. Abraham H. Cohen).
Medellin (Colombie).....	S. Uribe & C <sup>ia</sup> (Sous-Agents de Vengoechea & C <sup>ia</sup> ).
Melbourne (Australie).....	John Sanderson & C <sup>o</sup> .
Merida (Yucatan-Mexique)....	Arturo Peirce.

Mersina (Syrie).....	Jean Artus.
Messine (Sicile).....	Giuseppe Tarro fu Letterio (Sous-Agent de A. Castellano).
Mexico (Mexique).....	Manuel A. Lévy.
Milazzo (Sicile).....	A. Trifiletti & fils (Sous-Agents de A. Castellano).
Milford-Haven (Angleterre)....	G. S. Kelway.
Miquelon (île).....	Jourdan, à Saint-Pierre.
Mogador (Maroc).....	Lumbroso (Sous-Agent de M. Abraham H. Cohen).
Mollendo (Pérou).....	R. Rey de Castro & C <sup>ie</sup> .
Montevideo (Uruguay).....	Joaquim Marquez (Sous-Agent de H. Py & L. Grandval).
Montreal (Canada).....	Walter R. Wonham & Sons (Correspondants).
Morlaix (Finistère).....	Du Bourquet.
Mostaganem (Algérie).....	Ch. Jullian, à Oran.
Nagasaki (Japon).....	C.-E. Boeddinghaus (Corresp.).
Nantes (Loire-Inférieure).....	Gratien Roy.
Naples (Italie).....	Francesco Dresda.
Nassau (île de la Nouvelle-Providence) (Antilles) .....	Lewis Taylor.
Nemours (Algérie).....	Ch. Jullian, à Oran.
Newcastle-on-Tyne (Angleterre)	C. Collet.
Newhaven (Angleterre).....	George Hammond & C <sup>o</sup> , à Douvres
New-Orléans (États-Unis).....	Marshall J. Smith & C <sup>o</sup> .
Newport (Angleterre).....	E. Handcock, à Cardiff (Sous-Agent de Wendt et C <sup>ie</sup> ).
New-York (États-Unis).....	J. Bertschmann.
Nice (Alpes-Maritimes).....	Courtès père & fils, à Marseille.
Nikolaistad ou Wasa (Finlande)	Leonard Ceder (Sous-Agent de Trapanus Seth).



Noirmoutier (île de) (Vendée)...	Gratien Roy, à Nantes.	Ponta-Delgada (île Saint-Michel (Açores)).....	Sergio Augusto Alvares Cabral.
Nossi-Bé (Madagascar).....	Établissements Frager, de Madag- ascar.	Porlamar (île Margarita) Vene- zuela.....	Chibly Miquel Abouhamad.
Nouméa (Nouvelle-Calédonie)...	G. de Béchade.	Port-Adelaïde (Australie)....	Elder Smith & Co.
Nouvelle (La) Aude.....	Joseph Many.	Port-au-Prince (Haïti).....	Simmonds frères.
Nystad (Finlande).....	Rob. Hartman (Sous-Agent de Trapanus Seth).	Port-Elisabeth ou Algoa-Bay (Colonie du Cap).....	Mackie Dunn & Co.
Odessa (Russie).....	.....	Portland (Orégon).....	Francis Jourdan.
Oléron (île d') (Charente-Infér.).	Michel & fils, à La Rochelle.	Port-Louis (île Maurice).....	Adam & Cie.
Oran (Algérie).....	Ch. Jullian.	Port-Mahon (îles Baléares)....	P.-B. Valls.
Ostende (Belgique).....	William Neuts.	Port-Natal (Colonie de Natal)...	W. Dunn & Co, à Durban.
Paimbœuf (Loire-Inférieure)...	Gratien Roy, à Nantes.	Porto (Portugal).....	J.-W. Burmester.
Paimpol (Côtes-du-Nord).....	J. Bahier, à Saint-Brieuc.	Porto-Alegre (Brésil).....	Gust. Livonius (Sous-Agent de Joaquim Martins Garcia).
Palerme (Sicile).....	Ambroggio Castellano.	Porto-Empedocle (Girgenti) (Si- cile).....	Vincenzo Burgio (Sous-Agent de A. Castellano).
Palma (île Majorque, des Ba- léares).....	Benito Pomar.	Porto-Rico (île de) { Ponce....	Felici & Cie.
Palmas (Las) (îles Canaries)...	Miller & Co.	(Antilles). { San-Juan..	Müllenhoff & Körber.
Panama (Colombie).....	Heurtematte & Cie.	Portovecchio (Corse).....	Santini et Carrega (Correspon- dants).
Pasages (Espagne).....	Ochoa de Zabalegui (Sous-Agent de Carlos-Hoppe & Cie).	Port-Saïd (Égypte).....	L. Savon & Cie.
Pelotas (Brésil).....	Urbano Martins Garcia (S <sup>s</sup> . At de Joaquim Martins Garcia).	Port-San-Juan-du-Nord ou Grey- town (Nicaragua).....	Latargerie.
Perim (île) (dét. de Bab-el-Mandeb)	Hinton Spalding & Co.	Port-Vendres (Pyrénées-Orien- tales).....	M <sup>lles</sup> Naubert (Correspondants).
Pernambuco (Brésil).....	Louis Munier.	Progreso (Yucatan-Mexique)...	Arturo Peirce, à Merida.
Philadelphie (États-Unis)....	Curtin & Brockie.		
Philippeville (Algérie).....	F. Dallest.		
Pirée (Grèce).....	F.-L. Feraldi (Correspondant).		
Plymouth (Angleterre).....	Bellamy & Co.		
Pointe-à-Pitre (Guadeloupe)...	E. Fleurot.	Québec (Canada).....	H. Fry & Co (Correspondants).
Ponce (île de Porto-Rico) (Ant.).	Felici & Cie	Queenstown (Irlande).....	James Scott & Co.
Pondichéry (Indes françaises).	Gallois-Montbrun & Cie.	Quimper (Finistère).....	A. Feillet fils.

Rabat.....	Coriat & Cie (Sous-Agent de M. Abraham H. Cohen).	Saigon (Cochinchine).....	Edouard Schnéegans.
Raumo (Finlande).....	Wilhelm Panelius (Sous-Agent de Trapanus Seth).	Saint-Brieuc (Côtes-du-Nord)...	J. Bahier.
Ré (île de) (Charente-Inférieure)	P. Plaideau, à Saint-Martin.	Saint-Denis (île de la Réunion).	Albert Blay.
Redon (Ille-et-Vilaine).....	Alphonse Le Bret.	Saint-Georges-de-Didonne (Charente-Inférieure).....	Soulard (Sous-Agent du Comité de Bordeaux).
Reikiavik (Islande).....	Thorstein Egilsson.	Saint-Gilles-sur-Vie (Vendée)..	B. Michon.
Reims (Marne).....	René Courtalon (Correspondant).	Saint-Laurent du Maroni (Guyane Française).....	J.-E. Guihard.
Réunion (île de La).....	Albert Blay, à Saint-Denis.	Saint-Louis (Sénégal).....	Maurel & H. Prom.
Reval ou Revel (Russie).....	Mayer & C <sup>o</sup> .	Saint-Malo (Ille-et-Vilaine)...	J.-G. de Boismenu.
Rhodes (Turquie d'Asie).....	Albert Biliotti.	St-Martin-de-Ré (Charente-Inf.)	P. Plaideau.
Riga (Russie).....	A. Stavenhagen.	Saint-Michel (île) (Açores).....	Sergio Augusto Alvares Cabral, à Ponta-Delgada.
Rio-Grande-du-Sud (Brésil)...	Joaquim Martins Garcia.	Saint-Nazaire (Loire-Inférieure)	Macé (Sous-Agent de M. Roy).
Rio-de-Janeiro (Brésil).....	H. David de Sanson.	Saint-Petersbourg (Russie)...	Witt & C <sup>o</sup> .
Riposto (Sicile).....	Giuseppe Venturelli (Sous-Agent de A. Castellano).	St-Pierre-et-Miquelon (îles)...	L. Jourdan, à Saint-Pierre.
Rochefort-s/Mer (Charente-Inf.)	A. Giraud jeune fils.	St-Thomas (Antilles).....	Ch. Delinois & C <sup>ie</sup> (Correspond.).
Rochelle (La) (Charente-Infér.).	Michel & fils.	St-Valery-en-Caux (Seine-Inf.).	J. Santais aîné.
Ronehamn (île Gothland)(Suède)	E. Cramer, à Wisby.	St-Valery-sur-Somme (Somme).	R. Scelles.
Rosario (Rép. Argentine).....	Nicolas Dodero (Sous-Agent de H. Py & L. Grandval).	St-Vincent (île) (arch. Cap Vert)	Millers & Corys.
Roscoff (Finistère).....	A. Huau, à Brest.	Sainte-Croix-de-Ténériffe (îles Canaries).....	Hardisson frères.
Rotterdam (Hollande).....	De Vos & Zoon, à Amsterdam.	Sainte-Hélène (île).....	Salomon Moss Gideon & C <sup>o</sup> .
Rouen (Seine-Inférieure).....	Jean Le Baube.	Salonique (Turquie).....	J. Nehama et C <sup>ie</sup> .
Royan (Charente-Inférieure)...	Soulard (Sous-Agent du Comité de Bordeaux), à Saint-Georges-de-Didonne.	Sandefjord (Norvège).....	A. Krog (Sous-Agent de A.-O. Arnesen), à Tönsberg.
Rufisque (Sénégal).....	Maurel & H. Prom.	San-Francisco (États-Unis)...	Frédéric Henry.
Riisoer (Norvège).....	A.-F. Smith (Sous-Agent de A. O. Arnesen), à Tvedestrand.	San Gill (Colombie).....	Rafaël Silva Silva (Sous-Agent de Julio Silva Silva).
Sables-d'Olonne (Vendée).....	Gendronneau.	San-Juan-Bautista-de-Tabasco (Mexique).....	Bulnes & C <sup>ia</sup> .

San-Juan-du-Nord (Port) ou Greytown (Nicaragua).....	Latargerie.	Stettin (Prusse).....	Fr. Pitzschky & Co.
San-Juan-de-Porto-Rico (Ant.).	Müllenhoff & Körber.	Stockholm (Suède).....	Aktiebolaget Olson & Wright (i. e. Olson et Wright Le <sup>d</sup> ).
San-Luis-Potosi (Mexique).....	H. Stoope (Correspondant).	Stroemoe (arch. des Féroë)....	Jacob Lutzen, à Thorshavn.
San-Sebastian (Espagne).....	Ader & C <sup>ie</sup> , à Bayonne.	Suez (Canal de) (Égypte).....	L. Savon & C <sup>ie</sup> , à Port-Saïd.
Santander (Espagne).....	Carlos Hoppe & Co.	Sunderland (Angleterre).....	C. Collet, à Newcastle.
Santiago (Chili).....	E. Fontaine (Valparaiso).	Swansea (Angleterre).....	T. R. W. Mason & Co (Corresp.).
Santos (Brésil).....	Aug. Leuba & Co.	Sydney (Australie).....	Th. Fitz Gerald.
Sao-Paulo (Brésil).....	Aug. Leuba & Co.	Syra (Grèce).....	Georges Bambacari.
Savannah (États-Unis).....	L. Gourdin Young.	Syracuse (Sicile).....	Sebastiano Campisi & fils (Sous- Agents de A. Castellano).
Scilly ou Sorlingues (îles) (Angl.)	Banfield & Hooper.		
Seattle (Washington).....	Francis Jourdan, à Portland.	Tacna (Chili).....	V <sup>ve</sup> E. Larrieu, à Arica.
Sénégal (Col. du) et dépendances	Maurel & H. Prom.	Tacoma (Washington).....	Francis Jourdan, à Portland.
Séville (Espagne).....	Enrique Valdivieso.	Talcahuano (Chili).....	Eug. Goyenèche & C <sup>ie</sup> .
Seydisfjord (Islande).....		Tamatave (île de Madagascar)..	Anquetil et Darrieux.
Sfax (Tunisie).....	A. Darmon (Correspondant).	Tampico (Mexique).....	J. & F. Borde.
Shanghai (Chine).....	Olivier & Co (Correspondants).	Tananarive (Madagascar).....	Anquetil & Darrieux.
Sharpness (Angleterre).....	Francis Barnard, à Bristol.	Tanger (Maroc).....	Abraham H. Cohen.
Sicile (île).....	Ambroggio Castellano, à Palerme	Tarragone (Espagne).....	Antonio Mariné.
Singapore (Indes).....	Hooglandt & Co.	Ténériffe (îles Canaries).....	Hardisson frères, à Sainte-Croix.
Skudesnaes (Norvège).....	O.-G. Gjessen (Sous-Agent de A.-O. Arnésen).	Termini-Imerese (Sicile).....	Vincenzo Catanzaro (Sous-Agent de A. Castellano).
Smyrne (Turquie d'Asie).....	Cleanthe A. Vuccina.	Terre-Neuve (Île de).....	Jourdan, à St-Pierre-Miquelon.
Sobral (Brésil).....	J.-F. Pimentel & Cia (Sous-Ag. de Boris frères), à Ceara.	Tétuan (Maroc).....	Theo Furth & C <sup>ie</sup> (Sous-Agent de M. Abraham H. Cohen).
Soccoro (Colombie).....	Rafaël Silva Silva, à San Gil (Sous-Agent de Julio Silva Silva)	Thisted (Danemark).....	E.-A. Bendixsen.
Sorlingues ou Scilly (îles) (An- gleterre).....	Banfield & Hooper.	Thorshavn (Stroemoe) (archipel des Féroë).....	Jacob Lutzen.
Sousse (Tunisie).....	Société Commerciale Tunisienne.	Thuy-Trieu (Annam).....	De Houdetot (Sous-Agent de M. E. Schnéegans).
Stavanger (Norvège).....	O.-G. Gjessen (Sous-Agent de A.- O. Arnésen), à Skudesnaes.	Tientsin (Chine).....	Olivier & C <sup>ie</sup> (Correspondants).

Tonkin .....	Alcide Bleton, à Haiphong.	Venise (Italie) .....	Arturo Kellner.
Tonsberg (Norvège) .....	A. Krog (Sous-Agent de A.-O. Arnesen).	Vera-Cruz (Mexique) .....	Guill <sup>o</sup> Bising & C <sup>o</sup> .
Toulon (Var) .....	Louis Janvier.	Viborg (Finlande) .....	A.-S. Telkia (Sous-Agent de Tra- panus Seth).
Tourane (Annam) .....	Warkin (Sous-Agent de E. Schnéégans, à Saïgon).	Victoria (Brésil) .....	W. Prado.
Trapani (Sicile) .....	G. Serraino & fils (Sous-Agents de A. Castellano).	Victoria (Colombie Britannique).	Percy G. Shallcross (de la Maison Shallcross, Macaulay & C <sup>o</sup> ), à Vancouver.
Tremblade (La) (Charente-Inf.) ..	A. Dières-Montplaisir (Corresp.).	Vienne (Autriche) .....	Sigismond Gerber.
Tréguier (Côtes-du-Nord) .....	F. Le Marec.	Vigo (Espagne) .....	Manuel Barcena y Franco.
Tréport (Le) (Seine-Inférieure) ..	Methlin-Cauët.	Vinh (Annam) .....	Société Forestière et Commerci <sup>le</sup> de l'Annan (Sous-Agent de E. Schnéégans, à Saïgon).
Trieste (Autriche) .....	Edmond Richetti.	Vohémar (Madagascar) .....	Etablissements Frager, de Mada- gascar.
Tripoli (Barbarie) .....	Clemente Tayar.		
Tromsø (Norvège) .....	Holmbøe & Son (Sous-Agents de A.-O. Arnesen).	Wasa ou Nikolaistad (Finlande)	Leonard Ceder (Sous-Agent de Trapanus Seth).
Trondhjem ou Drontheim (Nor- wège) .....	Albr.-W. Selmer (Sous-Agent de A.-O. Arnesen).	Waterford (Irlande) .....	Austin A. Farrell.
Trouville (Calvados) .....	J. Greenhalgh.	West-Hartlepool (Angleterre) ..	E.-W. Garbutt.
Tunis (Tunisie) .....	Paul Fourcade.	Westmann (îles) (Islande) .....	Thorstein Egilsson, à Reykiavik.
Turques (îles) (Antilles) .....	S.-F. Rigby.	Weymouth (Angleterre) .....	W <sup>m</sup> Butt.
Tvedestrand (Norvège) .....	A.-F. Smith (Sous-Agent de A.-O. Arnesen).	Wight (île de) (Angleterre) .....	Winther & C <sup>o</sup> , à Cowes.
		Willemstad (Curaçao) .....	S.-E.-L. Maduro & Sons.
Uleaborg (Finlande) .....	Alfred Ekholm (Sous-Agent de Trapanus Seth).	Wisby (île de Gothland) (Suède)	E. Cramer.
		Yeu (île d') (Vendée) .....	A. Maingourd.
Valence (Espagne) .....	V. Cubells, à Grao de Valencia.	Yokohama (Japon) .....	Joannis Reynaud.
Valparaiso (Chili) .....	E. Fontaine.	Yquitos (Pérou) .....	Marius Lévy & Schuler.
Valette (La) (île de Malte) .....	Joseph Scieluna & fils.	Yucatan (Mexique) .....	Arturo Pierce, à Merida.
Vancouver (Colombie Britannique) ..	Percy G. Shallcross (de la Maison Shallcross, Macaulay & C <sup>o</sup> ).		



# LISTE DES AGENTS DU LLOYD DE LONDRES DANS LE ROYAUME-UNI

avec leurs adresses postale et télégraphique

## LLOYD'S AGENCIES IN THE UNITED KINGDOM

with their postal and telegraphic addresses

(GEOGRAPHICALLY ARRANGED)

*The telegraphic addresses of the Agents are shown in brackets « ».*

(The places printed in *Italics* are Sub-Agencies to the Port immediately preceding them.)

### ENGLAND AND WALES

Gravesend.....	ARTHUR RONALDSON, 102, Windmill Street. « Ronaldson ».	Deal.....	GEORGE HAMMOND & Co, 101, Beach Street. « Hammond ».
Sheerness.....	A. W. DANIELS, 26, Oxford Street, Whitstable. « Coaster Whitstable ».	Dover and Folkestone.....	GEORGE HAMMOND & Co, Union Street, Dover. « Hammond Dover ».
Whitstable.....	A. W. DANIELS, 26, Oxford Street. « Coaster ».	Rye.....	JOHN SYMONDS VIDLER, Strand. « Vidler ».
Sheerness — William Hurst.		Lydd — S. E. Chittenden	
Rochester — G. W. Gill, Chatham.		Hastings — William Adams.	
Faversham — F. Pierce.	Queenboro' — ....	Newhaven.....	
Margate and Ramsgate.....	ACOCK & SON, Crescent Road, Ramsgate. « Acock Ramsgate ».	East Dean — W. S. Hole.	
Margate — E. S. Whitehead, 25, Paradise Street.		Eastbourne — T. Bennett, Salisbury Villa, 18, Upper Av.	

Shoreham.....	JOHN ELLMAN BROWN, Church Street.	Plymouth... ..	ORLANDO DAVIS, 36, Southside St.
Brighton — John Trenance.	« Brown ».	Sulcombe — J. W. Vivian.	« Orlando ».
Worthing — Thos. Belton.		East Looe — Bishop & Peter.	
Littlehampton.....	WM. SEWELL, Harbour Office.	Fowey.....	JOHN H. HANNAN, 3, Dolphin Terrace.
Pagham — Edmund Robinson.	« Sewell ».		« Hannan ».
Portsmouth.....	RICHARD WARD BEALE, 72, High Street.	Falmouth.....	WILLIAM BROAD & SONS, Arwenack Street.
	« Beale Lloyds ».	Helford — John Jeffery.	
Cowes I. W.....	HARRY CASTELL DAMANT, 67, High Street, W. Cowes.	Truro — J. Waters & Sons,	« Broads ».
Bembridge — H. H. Freeman.	« Damant ».	11, Boscawen Street.	
Southampton... ..	JOHN EMILIUS LE FEUVRE, Corn Exchange Buildings.	Penzance.....	W. D. MATHEWS & SONS, The Docks.
Lymington — W. G. Holway.	« Lefeuvre ».	Mullion — Richard Thomas.	« Mathews Sons ».
		Porthleven — R. S. James.	
Poole.....	HENRY BURDEN, West Shore Wharf.	Alderney.....	N. P. LE COCQ BARBENSON, Mouriaux House.
Swanage — Alf. Ward.	« Burden ».		« Barbenson ».
Weymouth.....	WM BUTT, 2, Bank Buildings, or Custom House Quay.	Guernsey.....	SIDNEY T. TAUDEVIN, North Esplanade.
Portland — R. T. Cox, 10, Castletown.	« Butt ».		« Taudevin ».
Bridport and Lyme.....	NORMAN GOOD, 5, West Bay, Bridport.	Jersey.....	EDWARD FALLE, 4, Bond Street.
	« Norman Good, West Bay, Bridport ».		« Falle ».
Exmouth.....	ELLETT & MATTHEW, Gertrude Terrace.	Scilly Islands.....	BANFIELD & HOOPER, Strand, St. Mary's.
Exeter — H. Yeo, Bampfylde St.	« Ellett ».		« Banfield ».
Torbay District.....	ROBERT DOUGLAS RENWICK, 55, Fleet Street, Torquay.	St. Ives.....	P. K. W. HAWKE, 4, Bellair Terrace.
Torquay — Hy. Manley & Sons.	« Renwick ».		« P. K. W. Hawke ».
Brixham — W. Brewer.		Hayle.....	JOHN VIVIAN, Meadowside.
			« Vivian ».
Dartmouth.....	E. M. TURNOR & SON, South Embankment.	Padstow.....	ROBERT SUSSEX LANGFORD, N. Quay.
	« Ronrut. »	New Quay — W <sup>m</sup> L. Jenkin.	« Langford ».
		St-Agnes — John Hitchins.	

Boscastle.....	HARRY BOWERING, Glenfinart. Port Isaac — Mark Guy. « Hawker ».	Llanelly.....	STONE & COOMBS, New Dock. « Willstone ». Carmarthen — E. M. Hughes. Burryport — F. J. Evans.
Bude.....	J. W. BANBURY, Strand House, Bude, N. Cornwall. « Banbury ».	Milford Haven.....	JOHN PHILLIPS, Murray Cres- cent. « Phillips Milford Haven ».
Lundy Island.....	HUDSON GROSETT HEAVEN. « Heaven ».	Tenby — F. B. Mason, Lower Frog Street. St. David's — Wm Arnold, Penarthen, near St. David's.	
Bideford.....	JOHN GROVES-COOPER, STAPLEDON & POWELL, Bridge Chambers. « Groves Cooper ».	Fishguard.....	T. H. EVANS, Harbour Offices. « Evans Bodmor Fishguard ».
Bridgwater.....	J. L. HURMAN, West Quay. Watchet — W. Escott. « Hurman ». Porlock Weir and Lynmouth — E. J. Pedder, Lynmouth. Ilfracombe — T. Birmingham.	Cardigan.....	RICHARD THOMAS, Lloyd's Wharf.
Bristol.....	FRANCIS HENRY CECIL BARNARD, 56, Queen Square. « Barnard ».	Aberayron.....	JOSEPH REES, 16, Market Street. « Joseph Rees ».
Gloucester.....	FRANCIS HENRY CECIL BARNARD, Commercial Road. « Barnard ».	Aberystwith.....	HY. HUMPHREYS, 49, Marine Ter- race. « Humphreys Harbour Office ».
Newport.....	T. BEYNON & C <sup>o</sup> , Ltd., 89, Dock Street. « Beynon ».	Aberdovey.....	ENOCH LEWIS, Fir Cottage. « Lewis ».
Cardiff.....	JOHN BOVEY & C <sup>o</sup> , 32, Mount Stuart Square. « Lloyd's »	Carnarvon.....	HUGH RICHARDS, Brynciencyn Anglesea. « Lloyd's Agent ».
Swansea.....	WM. GRAVES MASON, 2, Mount Street. « Mason ».	Conway — Wm. Roberts, The Quay. Bangor — W. H. Rowland. Port Dinorwic — J. R. Foulkes. Clymog — H. Roberts. Llanac'haiarn — W. Jones. Portnant — Capt. R. Jones, Glanhryd, Morfa, Nevin. Portdinnlaen — Capt. Hugh Roberts, Glamofon, Morfa, Nevin. Aberdarron — Henry Wil- liams, Rhydlios. Abersoch — G. Jones, Sonten Villa. Pwllheli — John Owens, St. David's Terrace.	Portmadoc — Capt. R. Lloyd, 132, High Street. Pensarn — D. Richards. Barmouth — Capt. W. Morris, Quay Cottage. On the Anglesea Coast : Moelfra — Capt. R. Williams, Glynliffon. Penmon — Wm. Pritchard. Beaumaris — S. M. Owen, 16, New Street. Llanfair — J. W. Williams, Britannia Slate Works. Llanddwyn Point — Thos. Williams.
Oswick — John Thomas. Overton — Chas. Bevan. Middleton — Geo. Beynon. Llangenith — Joseph Jenkins. Southerndown — Isaiah Verity	Port Talbot (Taibach) — David Jenkins. Briton Ferry — M. G. Roberts.		

Holyhead.....	R. D. ROBERTS, 13, Stanley Crescent.	Workington.....	J. G. OLDFIELD & C <sup>o</sup> , Falcon St. « Oldfield ».
<i>Cymaran</i> — Evan Hughes, J <sup>r</sup> .	« Lloyd's Agent ».	<i>Maryport</i> — W. Walker.	
<i>Rhosniagr</i> — W. J. Lewis,	<i>Aberfrau</i> — S. Williams,	<i>Silloth</i> — John Stronach.	
Trecastell Farm.	Tynllwydan Farm.	Berwick and Holy Island.....	B. G. SINCLAIR, Ness Street, Berwick.
<i>Rhoscolyn</i> — Hugh Hughes.	<i>Llanfurog</i> — E. R. Williams,	<i>Eyemouth</i> — J. Weatherhead.	« Sinclair Berwick ».
<i>Llanrhyddlad</i> — Hugh Jones,	Peurhyn Farm.	<i>Boulmer</i> — W. Stephenson.	
Penrhyn.		<i>Holy Island</i> — G. Wilson.	
Amlwch.....	Wm. THOMAS & SONS, Amlwch Port.	<i>Seahouses, N. Sunderland</i> — Thos. Graham.	
<i>Cemlyn</i> — Edward Jones.	« Eilian Amlwch Port ».	Warkworth.....	JAMES EARNSHAW, Warkworth Harbour, Amble.
<i>Cemaes</i> — Henry Williams.		<i>Alnmouth</i> — R. Taylor.	« Earnshaw, Amble ».
Rhyl.....	R. W. JONES (Co Chas. Jones & Sons).	<i>Cresswell</i> — Hy. Brown.	
<i>Llandulas (near Abergele)</i> — J. R. Evans.	« Timber ».	<i>Hauxley</i> — R. Taylor.	
Connah's Quay.....	COPPACK BROS. & Co.	Blyth.....	JOHN WHITFIELD, 8, Ridley Street. « Whitfield ».
	« Copter ».	<i>Cresswell</i> — H. Brown.	
Liverpool and Southport.....	The Liverpool Salvage Association (Surveying Agents for Cargoes).	<i>Newbiggin</i> — R. Dent.	
	« Rundell ».	<i>St. Mary's Island</i> — J. Crisp.	
Manchester (including Ellesmere Port and Runcorn).	GEORGE SIMPSON & C <sup>o</sup> , Guildhall Chambers, Lloyd Street, Manchester, and No 8 Dock, Salford.	Newcastle and the Tyne.....	GEO. LUCKLEY, Exchange Buildings, Queen Street, Newcastle. « Luckley ».
<i>Eastham</i> — H. J. Hill.	« Simps ».	<i>Cullercoates</i> — B. Taylor, 11, Belle Vue Street.	
<i>Runcorn</i> — G. Millington.		Sunderland.....	GEO. BUTCHART, 39, West Sun- nside.
<i>Ellesmere Port</i> — C. Whitridge		<i>Whitburn</i> — C. Purvis.	« Butchart ».
Fleetwood.....	JOHN N. WARD & SON, 54, Dock Street.	<i>Seaham</i> — Capt. J. Smith, 4, Bath Terrace, Seaham Harbour.	
<i>Preston</i> — Fisher & Iddon.	« Ward ».	Hartlepool.....	J. C. CLARKE, 10, Church Street, West-Hartlepool. « Ready ».
Lancaster.....	J. W. NICHOLSON, Ship Yard, Glasson Dock.	Middlesboro'.....	KENNEDY BROS., New Exchange Buildings. « Kennedy ».
<i>Heysham</i> — J. Fisher & Sons.	Nicholson Glasson Dock ».	<i>Redcar and Saltburn</i> — John Redford, Redcar.	
Barrow-in-Furness.....	JAS. FISHER & SONS, Fisher's Buildings.	<i>Seaton Carew</i> — Robert Hood	
<i>Millom</i> — Wm. Postlethwaite.	« Fisher ».	Whitby.....	Capt. JOHN MILBURN. « Milburn ».
Isle of Man.....	JAMES MYLCHREEST, Castletown.	<i>Robin Hood's Bay</i> — G. Moor- son.	
<i>Ramsey</i> — T. A. Fargher	« Lloyd's Castletown Isle of Man ».	Scarborough.....	WILLIAM MOSEY, 28, Falsgrave Road. « Lloyd's Agent ».
<i>Port St. Mary</i> — T. Qualtrough.	<i>Peel</i> — James Morrison.	<i>Filey</i> — Wm. Crawford, Queen Street.	
Whitehaven.....	Douglas — Geo. E. Kelly (Assistant Harbour Master).		
	J. & W. JACKSON.		
	« Timber ».		



Bridlington.....	WILLIAM REDHEAD, « Blyth- ville », Marshall Avenue.	Great Yarmouth.....	HENRY NEWHOUSE, A.B.C. Wharf, South Quay.
Hull.....	WILLIAM BROWN, ATKINSON & Co, Lim., 15, Parliament Street. « Atkinson ».	<i>Cromer</i> — G. Miller Wight. <i>Mundesley</i> — Fred. Wilson. <i>Cley-next-the-Sea</i> — E. A. Stangroom.	« Accelerated ». <i>Sheringham</i> — W. C. Bishop. <i>East Runton</i> — G. Brownell.
Goole.....	ALEXANDER MEEK & SONS, Bank Chambers. « Meek ».	Lowestoft.....	FREDK. SPASHETT (Small & Co), Waveney Chambers, Wave- ney Road. « Small ».
Grimsby.....	J. R. BUCKLEY & SON, 31, Clee- thorpe Road. « Buckley ».	Southwold.....	WM. HENRY HALL, Albert House, Aldeburgh.
North-Somercotes.....	GILBERT HOULDEN, North-Somer- cotes, Lincolnshire. « Houlden ».	<i>Southwold</i> — John D. Sargent, Shanklin House, Chester Road.	
Wainfleet.....	BENJ. SIMONS, The Grange, Wil- loughby, near Alford, Linc. « Simons Willoughby Rail Lincs ».	Aldeburgh.....	WM. HENRY HALL, Albert House, « Wm. Henry Hall Aldeburgh ».
Wisbech.....	JONAS RICHARD SANDBERG, 5, Cornhill. Sandberg ».	<i>Aldeburgh</i> — Hy. Harling, Sedan Cottage. <i>Woodbridge</i> — F. W. Lang- maid, Shingle Street, Alder- ton near Woodbridge.	
Lynn.....	GARLAND & FLEXMAN, King Staithe Square, King's Lynn. « Garland Kings Lynn ».	Harwich.....	GROOM & SON, 40, Church Street. « Groom ».
Wells.....	WM. TEMPLE, Feilden Cottage, West End. « Lloyd's Agent ».	<i>Ipswich</i> — E. B. Lewcock, 104, Fore Street.	
		Brightlingsea.....	ALBERT ALDOUS JEFFERIES, High Street. « A. A. Jefferies High Street Brightlingsea ».
		<i>Southend</i> — G. Myall, Jun., 23, Marine Parade.	
		Southend .....	G MYALL, JUN, 23, Marine Parade.

# SCOTLAND

Wigtown and Dumfries .....	W. C. LAWRIE, Whithorn. « Lawrie Whithorn ».	Campbeltown.....	ROBERT MC EACHRAN, Mopoon Terrace. « Mac Eachran ».
<i>Kirkcudbright</i> — A. Treche. <i>Port William</i> — T. Routledge. <i>Dalbeattie</i> — G. Wilson & Sons.	<i>Dumfries</i> — C. Gray, Castle- bank Mills.	<i>Clachan</i> — A. Mc Dougall. <i>Tarbert</i> — D. Sinclair. <i>Skipness</i> — A. Thomson. <i>Cour</i> — J. M. B. King. <i>Carradale</i> — D. Ritchie. <i>Peninver</i> — G. Eaglesome. <i>Feichaig</i> — J. Mc Intyre. <i>Southend, Argyll</i> — C. Black. <i>Isle of Sanda</i> — A. Dempsey.	<i>Salt Pans</i> — R. Rae. <i>Clochkiel</i> — Jas. Mc Geachy. <i>Ballyvaine</i> — A. Gilchrist. <i>Crubsdale</i> — W. Watson. <i>Tayinloan</i> — M. Smith. <i>Isle of Gigha</i> — J. Greenlees. <i>Carskey</i> — A. Mc Kay. <i>Bellochantuy</i> — D. Smith.
Stranraer.....	GEORGE LANGLANDS, 10, Queen Street. « Langlands ».	Isles of Islay, Jura and Colonsay..	JOHN JOSS, Post Office, Port As- kaig, Islay.
<i>Drummore</i> — James McCulloch.		<i>Portnahaven, Islay</i> — Archi- bald McNab. <i>Port Ellen, Islay</i> — Donald Osborne.	<i>Colonsay</i> — A. Campbell, Kiloran.
Troon.....	JAS. CLARK, 84, Temple Street. « Lloyd's ».	Oban .....	Capt. C. H. BISSHOPP, Esplanade. « Bisschopp ».
<i>Ayr</i> — J. Hamilton & Son, North Quay. <i>Girvan</i> — A. M'Creadie, 229, Dalrymple Street.		<i>Tobermory</i> — Coll Mc Donald. <i>Auchnacraig, by Craignure</i> — A. M. Fletcher.	<i>Iona</i> — Alexr. Ritchie. <i>Tiree</i> — D. Lamont. <i>Coll</i> — R. Sturgeon.
Ardrossan.....	R. L. ALPINE & Co, 8, Harbour Buildings. « Alpine ».	Isle of Skye.....	JOHN TOLMIE MACKENZIE, Dun- vegan, Isle of Skye. « Mackenzie Dunvegan ».
<i>Kilmorie (Arran)</i> — Jas. Cook. <i>Brodick, Lamlash and Whi- ting Bay (Arran)</i> — M. Kerr, Springhill, Whiting Bay.		<i>Broadford (Skye)</i> — Peter C. Mackenzie.	
Greenock.....	T. O. HUNTER & Co, 13, Hamil- ton Street. « Hunter ».	Isle of Barra.....	RANALD MAC KINNON, Harbour Office, Castlebay.
<i>Great Cumbrae</i> — Alexander Caldwell (Harbour Master) Millport.		Isles of N. Uist, &c.....	H. H. MACKENZIE, Balelone, Loch Maddy, « Mackenzie Balelone Bayhead »
Glasgow.....	THOMAS DUNLOP & Sons, 70, Wel- lington Street. « Dunlop ».	<i>Loch Maddy, North Uist</i> — T. D. Macgregor (Caledonia Bkg. Coy). <i>Loch Boisdale, South Uist</i> — Donald Ferguson.	<i>Benbecula</i> — J. A. McLeod.
<i>Bowling</i> — W. Mc Clure (Har- bour Master).			
Isle of Bute . . . . .	JOHN ORKNEY, 8, Wimbleton, Craigmores, Rothesay, Isle of Bute. « Lloyd's Agent, Rothesay ».		

Stornoway.....	DAVID SIMPSON, 12, Lewis Street. .....	Inverness.....	DUNCAN MACPHERSON, 15, Union Street. « Macpherson ».
<i>Scalpay (Harris)</i> — Kenneth Campbell.		<i>Cromarty</i> — A. W. Brook, Invergordon.	
<i>Lewis</i> — M. Mac Donald.		Lossiemouth.....	Wm. HARVEY, Elgin. « Harvey, Elgin ».
Applecross.....	RODERICK MACKENZIE, Milltown, Applecross. « Lloyd's Agent ».	Fraserburgh.....	W. MACCONACHIE & Co, 1, Frith- side Street. « Macconachie ».
<i>Kyle Lochalsh</i> — W. J. McKeane.		<i>Banff</i> — J. W. Simpson. <i>Buckie</i> — A. Hendry.	
Ullapool.....	KENNETH CAMERON, Shore Street. « Cameron ».	Peterhead.....	ROBERT ROBERTSON, 28, Broad Street. « Robertson Solicitor Peterhead ».
<i>Ardessie, Little Loch Broom</i> — Peter Mac Kae.	<i>Targa, Coigach</i> — W. Matheson. <i>Lochinver</i> — J. Gordon.	Aberdeen.....	Wm R. AIKEN, 53, Regent Quay. « Wraiken ».
Loch Eribol.....	W. G. SUTHERLAND, Durness, by Lairg. « Sutherland, Durness ».	<i>Stonehaven</i> — J. Moir. <i>Newburgh</i> — W. Duncan.	
<i>Tongue, by Thurso</i> — John Munro, Ferry House.	<i>Kinloch Bervie, by Lairg</i> — M. Morrison.	Montrose.....	J. B. ALEXANDER & REID, 5, Dock Buildings. « Alexander ».
<i>Loch Eribol, side Durness</i> — W. Sutherland.	SINCLAIR & MACDONALD. « Sinclair ».	<i>Arbroath</i> — William Cargill. <i>Gourdon</i> — J. Moir. <i>Johnshaven</i> — D. Douglas.	
Thurso.....		Dundee.....	W. O. TAYLOR & Co, 83, Com- mercial Street. « Shipowners ».
<i>Portskerry</i> — Donald Sin- clair.		<i>St. Andrew's</i> — G. Murray. <i>Perth</i> — G. Burns, Priory Place.	
<i>Reay</i> — D. Mac Leod.	DAVID LEITH, WICK. « Leith, Wick ».	Crail.....	G. W. S. MORRIS, 3, High Street.
Conisbay.....	GEORGE ROBERTSON, The Ayre, Kirkwall. « Robertson ».	Methil.....	S. H. OHLSEN & Co. « Ohlsen ».
Kirkwall and North Isles....	<i>Shapinsay</i> — John Reid. <i>S. Ronaldshay</i> — Wm Sinclair. <i>Longhope</i> — E. E. Corrigall. <i>Westray</i> — James Hewison.	Burntisland.....	Wm ERSKINE, 100, High Street. « Erskine ».
<i>Stromness</i> — G. G. Baillie. <i>N. Ronaldshay</i> — D. Thomson. <i>Sanday</i> — Benjamin Swanson. <i>Stronsay</i> — Henry Meil.	HAY & Co, Commercial Street. « Hay ».	<i>Charlestown</i> — S. H. Ohlsen & Co.	
Lerwick.....	<i>Symbister, Whalsay</i> — J. S. Nicolson <i>Fetlar</i> — John Hughson. <i>Burraroe</i> — T. L. Odie.	Alloa.....	JAS. BAIN, Alloa Coal Co. « Colliery ».
<i>Baltasound Unst</i> — Andrew Anderson.		Leith.....	GEORGE V. TURNBULL & Co, 8, Commercial St. « Turnbull ».
<i>North Roe</i> — Gideon Nicolson. <i>Scalloway</i> — W. R. Duncan. <i>Scholland, Dunrossness</i> — Robert Leslie.	DONALD WATERS & SON, Harbour Quay, Pulteneytown Wick. « Waters ».	<i>Grangemouth</i> — A. & A. Y. Mackay. <i>Bo'ness</i> — Harrower, Welsh & Co <i>Granton</i> — Geo. Macadie, 47, Dudley Crescent, Leith.	<i>North Berwick</i> — Thos. Hen- derson, 93, High Street.
Wick.....			
<i>Lybster</i> — Ch. Ferguson Reid. <i>Golspie</i> — A. Lindsay.			

# IRELAND

Dublin.....	GEORGE BELL & Co, 27, Sir John Rogerson's Quay. « Bell ».	Killybegs .....	A. M. HAMILTON, The Loughside, Narin, Glenties, Co. Donegal.
Arklow — Kearon & Tyrrell.	Skerries — Samuel Evans.	Rutland Burton Port —	« Hamilton Narin Co, Donegal ».
Wicklow — Capt. Doolittle.	Balbriggan — Thos. Neill.	Daniel Ward.	
Dundalk.....	JOHN FRANCIS FARRELL, Seatown Place.	Sligo .....	W. & G. T. POLLEXFEN & Co, Wine Street.
Dunany } Chas.D.King, Anna-		Ballina — Adam R. Brown.	« Pollexfen ».
Drogheda } gasson, Dunleer.			
Warrenpoint and Newry.....	JOSEPH FISHER & SONS, 19, But- tercrane Quay, Newry.	Westport.....	ARTHUR MICHAEL O'MALLEY, The Quay.
Ballymartin — Samuel Orr.	« Fisher Newry ».		« O'Malley ».
Belfast.....	SINCLAIR & BOYD, Bank of Ire- land Chambers, Queen's Bridge	Galway .....	RICHARDSON BROTHERS & Co, Francis Street.
Tyrella, Clough, Co. Down —	« Boyd ».	Clifden — J. J. D'Arcy.	« Richardson ».
John Gordon.	Kearney, Portaferry — J. Orr.	Limerick.....	MULLOCK & SONS, Henry Street.
Ballymartin (near Quintin	Ballyhalbert — J. & A. Bell.	Kilrush — M. Glynn & Sons.	« Mullock ».
Castle, Portaferry) — Capt.	Donaghadee — J. McConkey	Liscannor — G. A. Watson.	
P. Crangle.	& Sons.		
Ballycastle.....	Larne — Howden Brothers.	Tralee.....	ROBERT McCOWEN & SONS, Lim., 14 and 15, Mall.
Cushendall — J. Mc Elheron.	JOHN BYRNE.	Dingle — M. Asbe.	« McCowen ».
Ballintoy — J. Donnelly.	« John Byrne Ballycastle	Killorglin — G. K. Evans.	
Rathlin — Neil McConaig.	Antrim ».		
Coleraine.....	DANIEL FALL, Waterford Place, Coleraine, and 7, Lansdown	Valentia Island.....	JOHN O'DRISCOLL & SONS, Knights- town.
Castlerock — James Mullan.	Crescent, Portrush.	Glen Ballinskelligs — Jas	« O'Driscoll ».
	« Fall ».	Smith.	
Londonderry.....	THOS. HUGO CORBETT, Shipquay	Castletown... ..	WILLIAM MURPHY, Steam Saw
Moyle — Hugh Farren.	Street.	Sneem — John J. Sheehan.	Mills, Bantry.
Burncrana — Jeremiah Logan	« Corbett ».	Castletown-Michael McCarthy	
Drumany — John Boyce.			
Malin-Head — R. Doherty.	THOS. ALLAN INGRAM, Figart	Crookhaven.....	J. H. SWANTON & SON, Ilan Street, Skibbereen.
Dunfanaghy.....	House.	Skull — A. Jagoe, Harbour	
Kindrum — John Johnstone.	Falcarragh — J. Gallagher.	View.	
Bunbeg — John Williams.	Tory Island — Neil Ward.		



Skibbereen.....	J. H. SWANTON & SON, Ilon Street, Skibbereen, « Swanton ».	Waterford.....	EDWARD JACOB, 46, The Quay. « Jacob Lloyd's ».
<i>Baltimore</i> — J. Goodchild.		<i>Passage East</i> —Capt W <sup>m</sup> Ken- nedy.	
<i>Skibbereen</i> — T. Connell, Eldon Hotel.		<i>Duncannon</i> — John Gunnip.	
Queenstown and Cork.....	JAS. SCOTT & C <sup>o</sup> , Scott's Square Queenstown, 3, Patrick's Quay Cork. « Scott ».	<i>Tramore</i> — E. Winter.	
<i>Kinsale</i> — R. A. Williams.		Wexford . . . . .	JASPER WALSH & C <sup>o</sup> , Crescent Quay. « Jasper ».
Youghal.....	THOS. FARRELL, Roseville. « Farrell Roseville Youghal ».	<i>Carne</i> — H. Boxwell.	<i>Facumshane</i> — Harvey Box- well.
		<i>Kilmore</i> — Nicholas White.	<i>Bannow</i> — Andrew Cullen.
		<i>Cahore</i> — John Sinnott.	

# AGENCES DU LLOYD A L'ÉTRANGER

## LLOYD'S FOREIGN AGENCIES

### GEOGRAPHICALLY ARRANGED

(The places printed in *Italics* are Sub-Agencies to the Port immediately preceding them.)

## EUROPE

### ICELAND (Danish).....

*Akureyri* — J. V. Havsteen.  
*Seydísfjörð* — J. M. Hansen

*Sandarkrok* — S. Jonsson.  
*Ísafjörð* — J. Laxdal.

### FAROE ISLANDS (Danish).... Jacob Lutzen, Thorshavn. T. A. — Lutzen.

### RUSSIA.

*Archangel*.....  
*Moudjuga* — J. N. Klimzeff.  
*Konda* — C. Driehel.  
*Omga* — B. Nielsen.

Bruno Paetz.  
T. A. — Zep Solov.  
*Umba* — P. Thrakston.  
*Soroka* — A. G. Agafeloff.

### NORWAY.

*Trondheim*..... Bernard M. Akermund (Vice-  
Consul). T. A. — Akermund.

*Oslo*..... Johan G. Gundersen.  
T. A. — Harbourmaster.

*Hammerfest*..... Charles Robertson.  
T. A. — Robertson.

*Tromsø*..... Conrad Holmboe M. W. Holm-  
boe & Co), Sogaden, 20S.  
T. A. — Holmboes.

*Narvik*, *Otten*,..... Arnt. F. Andersen.  
*Lodingen* — A. J. Andersen. T. A. — Andersen.

### NORWAY — continued

*Vefsen*..... Noranus Strom-Jacobsen, San-  
nossöen.

*Drontheim*..... H. & F. Bachke, Fjordgaden, 17.  
T. A. — Bachkes.  
*Namsos* — J. T. C. Sommer-  
schild (British Vice-Consul). *Christiansund* — D. Brun.  
*Aalesund* — Lauritz A. Devold.

*Bergen*..... Jacob Christian Christensen, Olaf  
Kyrresgade, 5.  
*Floro* — Elias Olsen. T. A. — Jacob.

*Stavanger*..... Berge Sigval Nathaniel Bergesen,  
*Haugesund* — B. Pedersen. The Quay. T. A. — Sigval.

*Egersund*..... Tonnes Houge Puntervold, Strand-  
gaden, 63. T. A. — Puntervold.  
*Sjøggendal* — S. Clausen.  
*Farsund* — C. Carlsen. *Flokefjord* — J. P. M. Eyde  
(British Vice-Consul).

*Christiansand*..... F. Reinhardt & Co (Vice-Consu-  
late), Vestre Standgade, 12.  
T. A. — Reinhardts.

*Mandal* — J. Andersen.  
*Lillesand* — T. H. Hansen.  
*Risør* — C. H. Malbach.  
*Arendal* — M. Kallevig (British Vice-Consul).  
*Tvedestrand* } A. Bech, Tve-  
*and Lyngoer* } destrand.  
*Grimstad* — Anders Isachsen.

# **NORWAY — continued**

Christiania.....	Einar Thorbjornsen Skippergaden, 14.	T. A. — Fix.
Stathelle	Langesund	} M. Oppen & C <sup>o</sup> , Laurvig.
Skien	Brevig	
Laurvig	Porsgrund	
Tonsberg	— Severin Dahl.	
Krageroc	— J. Schjelderup.	Frederickstadt and Sarpsborg
Drammen	— Seeberg & Nilsen.	— O. Thüs, Frederickstadt.
Moss	— John Vogt.	Frederickshald — W. Huitfeldt

# **SWEDEN.**

Göteborg.....	Jas. Sinclair & Son, Magasins- quartieret, 4 <sup>a</sup> .	T. A. — Sinclair.
Stromstadt	— W. T. Lundgren	(British Vice-Consul).
Uddewalla	— W. R. Swanberg.	
Lysekil	— L. A. Carlsson.	Falkenberg — Swen Boman.
Marstrand	— J. Ahnstrom.	Halmstad — J. A. Anderson.
Hoganas.....	E. H. Johnsson.	T. A. — Emil.
Helsingborg.....	Wm. Wingardh, Kungsgatan, 2.	T. A. — Wingardh.
Landskrona.....	Lorens Helmers, Ostergatan, 30 and 32.	T. A. — Helmers.
Malmo.....	Frick & Frick, Stortorget, 3 <sup>a</sup> .	T. A. — Fricko.
Trelleborg	— Gosta Osterberg.	Cimbrishamn — F. Norberg,
Ystad	— Gustaf Westrell & C <sup>o</sup> .	Skillinge, near Cimbrishamn
Carlshamn.....	Julius Jonsson, Drottning Gatan, 20.	T. A. — Hamnkaptenen.
Carlskrona.....	Palander & C <sup>o</sup> , Drottning Gatan, 69.	T. A. — Palanders.
Calmar.....	Johan Gustaf Kreuger, Olands- gatan, 35.	T. A. — Kreuger.
Oland	— Johan Petterson, Seby.	Oscarshamn — E. Hagstrom.

# **SWEDEN — continued.**

Gothland (Island of).....	Edward R. Cramér (B.V.-Consul), Donnersplats, 13, Wisby.	T. A. — Cramér Wisby.
Westervik.....	Edward Robert Fogelmarck, Warfsgatan, 50.	T. A. — Fogelmarck.
Oxelosund.....	Percy Tham.	T. A. — Mineral.
Stockholm.....	George Lindberg, Stadsgarden, 8.	T. A. — Glindberg.
Oregrund	— Karl Storm.	
Gefle.....	Robert Carrick (Brit. Vice-Cons.), Nygatan.	T. A. — Carrick.
Skutskar	— Axel Roselius.	
Soderhamn.....	Herman M. Trapp.	T. A. — Trapp.
Hudiksvall	— J. A. Arndt.	
Sundswall.....	Adolf Nordberg, Harbour Officer.	T. A. — Nordberg.
Hernösand.....	Ferdinand Nordin, Skeppsbron, 89	T. A. — Nordin.
Ornskoldsvik.....	H. K. H. Pohlmann, Lasarettsga- tan, 6.	T. A. — Pohlmann.
Umea.....	Isak Peter Grubbstrom.	T. A. — Grubbstrom.
Holmsund	— I. Lundstedt.	
Ratan	— J. Abrahamson.	Nordmaling — J. Schildt.
Nya Mo (Norrbysskar)	— A. Persson.	
Lulea.....	Axel Johan Westerberg (B.-Vice- Consul).	T. A. — Westerberg.
Pitea	— F. G. Berggsen.	
Nederkalix	— P. A. Freese.	Brannfors. — A. Hogman.

# **RUSSIA — continued.**

Uleaborg (Finland).....	Victor Hockert.	T. A. — Hockert.
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**RUSSIA — continued.**

Nikolaistad (Finland).....	Arvid Nasman, Kyrkaesplanaden, 1, Wasa. <i>T. A.</i> —Nasman Nikolaistad.
Kristinestad — J. W. Ramstrom.	
Bjorneborg (Finland).....	Oscar Heine, Alexandra Gatan, 9. <i>Nystad</i> — Gustaf Blom. <i>Raumo</i> — R. F. Lindgren. <i>T. A.</i> — Heine.
Abo (Finland).....	Trapanus Seth, Vestra Standgatan, 5. <i>T. A.</i> — Seth.
Aland Islands.....	Karl August Ekblom, Mariehamn.
Hango (Finland).....	Karl Bostrom, Boulevardgatan, 1. <i>T. A.</i> — Bostrom.
Helsingfors (Finland).....	Lars Krogus & Co, Vestra Kajen, 8. <i>T. A.</i> — Krogus.
Borga (Finland).....	C. R. Lindroth. <i>T. A.</i> — Ekblom.
Lovisa (Finland).....	Gustaf Hamberg, Alexandersgatan, 13. <i>Wahkom.</i> — A. Ljunquist. <i>T. A.</i> — Hamberg.
Wiborg (Finland).....	Paul Wahl & Co. <i>Kotka</i> — Geo. Wahl. <i>Fredrikshamn</i> — A. Ahlqvist (Brit.-Vice-Consul). <i>T. A.</i> — Wahls.
St-Petersburg.....	Charles Robert Cattley, Nicolaewskaia Naberedgwaia, 19. <i>T. A.</i> — Charcattley.
Moscow.....	Carl Lassmann, Varvarka, Varvarinskawo Akz. Obwa, 7. <i>T. A.</i> — Transatlantic.
Tscheljabinsk.....	Kniep & Werner.
Cronstadt.....	Alfred Fishwick (Br.-Vice-Consul), Gospotskaia Street, 51. <i>T. A.</i> — Fishwicks.
Narva.....	Feodor Nicolaievitch Dieckhoff. <i>Hungerburg</i> — A. F. Peters. <i>T. A.</i> — Feodor Dieckhoff.

**RUSSIA — continued**

Reval.....	Charles Robert Cattley, Hafen Strasse. <i>Baltic Port</i> —G.F.Hinrichsen. <i>Arensburg</i> (Island of Oesel) — R. Wildenberg. <i>T. A.</i> — Cattley.
Pernau.....	Christian Joachin Schmidt, Haus Diedr. Schmidt <i>T. A.</i> — Schmidt.
Riga.....	Helmsing & Grimm, Grosse Schlossstrasse, 21. <i>T. A.</i> — Helmsing.
Windau.....	Helmsing & Grimm, Schloss Strasse. <i>T. A.</i> — Helmsing.
Libau.....	Helmsing & Grimm, Helenan Strasse, 28. <i>T. A.</i> — Helmsing.

**GERMANY.**

Memel.....	David Richard Schneider, Alexander Strasse, 19. <i>A. T.</i> —Vapor.
Pillau.....	E. & G. Hay, Bahnhofstrasse, 4, Königsberg, Germany. <i>T. A.</i> — Traffic Königsberg. <i>T. A.</i> — Hay Pillau.
Danzig.....	Col. A. M. Brookfield, J. P.
Stettin and Swinemunde.....	Gustav Metzler. <i>Colberg</i> — E. Reinholz. <i>Stolpmunde</i> — C. E. Geiss. <i>Rugenwalde</i> — J.F.Prochnow. <i>T. A.</i> — Metzler.
Stralsund.....	Richard Mintzlaff, Ossenreyer Strasse, 59. <i>T. A.</i> — Mintzlaff.
Rostock.....	Chas.Christian Ernest Lesenburg, Grosse Wasserstrasse, 14. <i>T. A.</i> — Consul Lesenburg.
Wismar.....	Ragnar Nilsson, Spiegelberg, 49. <i>T. A.</i> — Nilsson.



GERMANY — *continued*

Lübeck.....	Max Gaedertz, Engelsgrube, 76. <i>T. A.</i> — Schiffsgaedertz.
Fehmarn (Island of).....	Ernst Aereboe, Wilhelm Strasse, Burg. <i>T. A.</i> — E. Aereboe Burgfehmarn.
Kiel.....	Sartori & Berger, Wall, 48. <i>T. A.</i> — Sartori.
Flensburg.....	H. W. Christophersen, Schiff- bruncke, 24.

DENMARK.

Bornholm and Earholms (Is- lands of).....	Peter Petersen, Svaneke, Born- holm. <i>T. A.</i> — Petersen Svaneke.
Moen, Falster and Lolland (Islands of).....	Hans Frederik Caroe, Stege, Isle of Moen. <i>T. A.</i> — Caroe Stege.
Copenhagen.....	Hecksher & Son, Amaliegade, 33. <i>T. A.</i> — Heckshers.
<i>Kjöge</i> — F. C. Ohlsson. <i>Korsøer</i> — S. Møller (B. V. - Con.) <i>Præstø</i> — H. V. Tønderlund.	
Elsinore.....	J. Theodore Lund, Havnegade, 7 <i>T. A.</i> — Lund.
Svendborg.....	Ludwig Julius Von der Hude, Frederiksgade, 13. <i>T. A.</i> — Hude.
<i>Faaborg</i> — P. Nielsen.	
Rudkjøbing (Isle of Langeland)	Jens Emil Petersen. <i>T. A.</i> — Dampmøllen.
Nyborg (Isle of Fyen).....	R. Oberbech-Clausen. <i>T. A.</i> — Oberbechclausen.
<i>Odense</i> — O. M. Friis. <i>Kjertminde</i> — Victor Bottem.	
Middelfart (Isle of Fyen).....	Johan Behrendt. <i>T. A.</i> — Behrendt.
Veile.....	Otto Hansen, Havnen, Veile. <i>T. A.</i> — Otto.

DENMARK — *continued*

Aarhus.....	Carl Georg Edwd. v. d. Hude. <i>T. A.</i> — Hude.
Randers.....	Wilhelm Hald, Søndergade, 6. <i>T. A.</i> — Hald.
<i>Grenaa</i> — P. Nielsen. <i>Dania</i> — P. Møller.	
Aalborg.....	Rasmus Christian Thomsen.
Frederikshavn.....	P. J. Kall. <i>T. A.</i> — Kall.
Hjørring.....	Jørgen Høygaard Nielsen, Oster- gade, 4. <i>T. A.</i> — Consul Nielsen.
Thisted.....	Axel Jensen Dolleris. <i>T. A.</i> — Dolleris.
Lemvig.....	Anthøn Andersen (Brit. V. - Cons.) <i>T. A.</i> — Andersen.
<i>Ringkjøbing</i> — C. Høy. <i>Lemvig</i> — A. M. Andersen.	
Esbjerg.....	Christen Breinholt, Havnegade, 33 <i>T. A.</i> — Consul Breinholt.

GERMANY — *continued.*

Föhr.....	L. Heymann & Sons, Grosse Strasse, 50, Wyck-on-Föhr. <i>T. A.</i> — Heymann.
Heligoland.....	Friedrich Koopmann Oelrichs, Villa Schwan. <i>T. A.</i> — Oelrichs.
Hamburg.....	Carl Ewald, 47, Schauenberger- strasse. <i>T. A.</i> — Forestico.
<i>Brunshausen</i> — John Harder. <i>Glückstadt</i> — E. Falck. <i>Blankenese</i> — H. W. Schade.	
Cuxhaven.....	Alexr. Heinrich Kullberg. <i>T. A.</i> — Lloyd's Agent.
Holtenau and Brunsbüttel- koog.	Sartori & Berger, Kiel. <i>T. A.</i> — Sartori Holtenau. <i>T. A.</i> — Sartori Brunsbüttel.

# GERMANY — continued.

Tönning.....	Carl M. Lexow, am Hafens, 7, Quarter 16. <i>T. A. — Lexow.</i>
Bremen.....	F. Reck & Co, Borsen Nebenge- baude, 37-39. <i>T. A. — Fredereck.</i> <i>Carolinensiel — O. F. Fimmen</i> <i>Sons.</i> <i>Nordenhamn — J. Muller.</i>
<i>Bremerhaven — Claussen &amp;</i> <i>Wieting.</i> <i>Brake — J. Muller.</i>	
Emden.....	Y. & B. Brons, Alter Markt, 1. <i>Leer — H. Wiemann.</i> <i>Carolinensiel — O. J. Fimmen</i> <i>Sons</i> <i>T. A. — Brons.</i> <i>Papenburg — G. Bueren.</i>
Mannheim.....	Jean Kerschgens, Luisenring, 43. <i>T. A. — Kerschgens.</i>
Cologne.....	Donat Werner, Breitestrasse, 107 <i>T. A. — Donat Werner.</i>
Berlin.....	Christian Firmenich, Grossbee- renstrasse, 9, Berlin, S. W.

# HOLLAND.

Harlingen.. .. .	Dirk Fontein (British Vice-Con- sul), Noorderhaven, A 33. <i>T. A. — Fontein Lloyd's.</i> <i>Groningen — P. J. Vos.</i> <i>Delfzyl — P. J. Vos.</i>
<i>Schiermonekoog — H. W.</i> <i>Van den Berg.</i> <i>Ternaard — J. L. Oosterhoff.</i>	
Amsterdam.....	Alfred Schroder, Keizersgracht, 391. <i>T. A. — Schroder Lloyd's.</i> <i>Nieuwe Diep — Duinker, Goed-</i> <i>koop &amp; Co.</i> <i>Vlieland — J. Molenaar.</i>
<i>Ymuiden — Halverhout &amp;</i> <i>Zwart.</i> <i>Texel — H. Flens.</i> <i>Terschelling — D. Reedeker.</i>	
Rotterdam.....	John Hudig & Son, Willems- plein, 8. <i>T. A. — Blokhuyzen.</i> <i>Zieriksee — M. C. de Crane.</i> <i>Scheveningen — W. Bakker.</i>

# HOLLAND — continued.

Flushing.....	Pieter De Bruijne, The Second Innerharbour, M 58. <i>T. A. — De Bruijne.</i>
<i>Hansweerd — F. V. de Groof.</i>	

# BELGIUM.

Antwerp.....	Walter Blaess, 11, rue du Jardin des Arbalétriers, 11. <i>T. A. — Equity.</i> <i>Ghent — Aug. Bulcke &amp; Co.</i> <i>Terneuzen (Holland) — John</i> <i>P. Best &amp; Co.</i> <i>Brussels — Auguste Fevrier,</i> <i>9, rue Jules-Van Praet.</i>
Ostend.....	William Neuts, 22, rue Royale. <i>T. A. — Neuts.</i>

# FRANCE.

Dunkirk.....	L. Herbart & Son, 20, rue du Col- lège. <i>T. A. — Herbart.</i>
Calais.....	Edward Hugh Blomefield (British Vice-Consul), 14, rue St-Denis. <i>T. A. — Blomefield.</i>
Boulogne.....	Adam & Co, Old Bank. <i>St-Valery-sur-Somme — C.</i> <i>Desgroiselles &amp; Son.</i> <i>T. A. — Adam.</i>
Dieppe.....	Robert Delarue-Lebon, quai Du- quesne. <i>T. A. — Delarue Armeateur Dieppe.</i>
Havre de Grace.....	John Soulsby Rowell (Brit. Vice- Consul), 23, place Gambetta. <i>T. A. — Rowell.</i> <i>Caen — Alex. Herbert.</i> <i>Fécamp — A. Constantin.</i> <i>Quillbœuf — Lebre &amp; Fils.</i> <i>Pont-Audemer — G. Mallet.</i> <i>Honfleur — J. N. Bourke.</i> <i>Trouville — G. Drumare,</i> <i>Deauville-sur-Mer.</i> <i>St-Valery-en-Caux — M. Sen-</i> <i>tais, Sen.</i>

FRANCE — *continued*

Rouen.....	C. B. C. Clipperton (British Vice-Consul), 49, rue Beauvoisine. T. A. Clipperton.
Paris.....	Alfred Beffara, 16, rue St-Marc. T. A. — Beffara.
Cherbourg.....	Henri Buhot.
<i>St-Vaast-la-Hougue</i> — Alfred Levêque.	
<i>Barfleur</i> — A. Hay.	
Granville.....	A. Saillard, 3, boul. d'Hautserve. T. A. — Lloyds.
Saint-Malo.....	Philip B. Hamon, L. & S. W. Railway Co. T. A. — Hamon.
Saint-Brieuc.....	Jean Bahier, 39, rue des Jardins. T. A. — Bahier Expert St-Brieuc.
Brest.....	A. J. Huau, rue Amiral-Nielly, et quai du Grand-Bassin. T. A. — Huau.
<i>Morlaix</i> — Eug. Dubourquet.	
<i>Roscoff</i> — U. Servet.	<i>Concarneau</i> — E. Deyrolle-Guillon.
<i>Audierne</i> — de Lécluse Trevaëdal.	<i>Le Conquet</i> — E. Taburet.
Lorient.....	Edgar Dufilhol & Sons. T. A. — Dufilhol.
Saint-Nazaire.....	Harry Elford Dickie (Brit. Vice-Consul), 2, rue Alcide-Benoît, St-Nazaire, et 16, quai Duquay-Trouin, Nantes. T. A. — Dickie.
<i>Sables-d'Olonne</i> — Aristide Naud.	
<i>Nantes</i> — A. Trillot (British V.-Consul).	
La Rochelle.....	Louis Michel, 15, rue Chaudrier. T. A. — Michel Lloyd's Agent.
Charente et Rochefort.....	Grenfell Williamson, quai du Commerce, Tonnay (Charente). T. A. — Williamson Tonnay Charente.
Bordeaux.....	R. Vandercruyce, 21, rue Foy. T. A. — Vandercruyce.

FRANCE — *continued*

Bayonne.....	Ader & Co, 2, rue Vainsot. T. A. — Ader.
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SPAIN.

San Sebastian.....	Florentin de Asqueta, Campanario St., 10. T. A. — Asqueta.
Bilbao.....	Sydney John Dyer (Dyer & Martyn), Calle del Banco. T. A. — Dyer.
<i>Castro-Urdiales</i> — R. V. Shade (Brit. Vice-Consul).	
Santander.....	Charles Hoppe & Co, Muelle, 17. T. A. — Hoppe.
<i>Rivadesella</i> — Viuda de Manuel Caso.	<i>Santona</i> — Carlos Albo.
Gijon.....	<i>Requejada</i> — Jose Diaz.
	Arthur Lovelace (British Vice-Consul), 5, Calle Covadonga. T. A. — Lovelace.
Ferrol.....	Nicasio Perez Moreno, S. Francisco Street, 1. T. A. — Perez.
<i>Ortigueira</i> — Vincento Donato.	<i>Cedeira</i> — E. Lopez.
<i>Vivero</i> — Hijos de F.R. Lopez.	
Corunna.....	José Marchesi, Real, 75. T. A. — Marquesi.
<i>Corcubion</i> — Placido Castro.	<i>Sta-Eugenia-de-Riveira</i> — Antonio Cardona.
	<i>Muros</i> — S. P. Pardinias.
Villagarcia.....	Ulpiano Buhigos y Hermano.
Vigo.....	Manuel Barcena y Franco, J.-L. Pinquerver, 14. T. A. — Barcena.

PORTUGAL.

Oporto.....	Rawes & Co, rua S. Francisco, 5. T. A. — Rawes.
<i>Aveiro</i> — Antonio Pereira, Jun., Succesores.	
<i>Vianna</i> — A. A. da Souza Basto.	

**PORTUGAL** — *continued.*

Figueira.....  
*San-Pedro-de-Moel* — J. M.  
 Alfonso de Barros.  
*Lagoa d'Obidos* — Luiz A.  
 Pereira.

Lisbon.....  
*Peniche.* — Jose M. da Con-  
 ceicao,  
*St. Ubes* — Manuel Liverio.

Faro.....  
*Villa Real de San-Antonio.*  
 — F. J. L. Tavares (British  
 Vice-Consul).

**SPAIN** — *continued.*

Huelva.....  
*Ayamonte* — J. T. Feria.

Seville.....

Cadiz.....

**BRITISH POSSESSION.**

Gibraltar (and Algesiras, Spa-  
 nish).....

*Melilla* — Jos. Salama.  
*Tetuan* — I. S. Nahon (Cons.  
 Agent).

**SPAIN** — *continued.*

Malaga.....  
*Marbella* — M. Calzado (Brit.  
 Vice-Consul).  
*Motril* — L. R. Zorilla.

Almeria.....  
 Garrucha.....

Rendell & Co, Ferreiros St., 11.  
*T. A.* — Rendell.  
*Palheiros de Mira* — F. San-  
 tos Silva.

James Rawes & Co, rua dos Ca-  
 pellistas, 31. *T. A.* — Rawes.  
*Lagos* — P. J. Cabra.  
*Portimao* — J. D. Serpa.  
*Sines* — J. F. Guerreiro.

Candido Pereira dos Santos.  
*T. A.* — Santos Agent.

W. A. Bice (Brit. Vice-Consul).  
*T. A.* — Bice.

José Dunipe, Marqués de Santa  
 Ana, 14.  
*T. A.* — Dunipe.

Henry Mac Pherson, S. Ginés, 6.  
*T. A.* — Macpherson.

Smith, Imossi & Co, Gibraltar.  
*T. A.* — Java.  
*Ceuta* — Viuda y Hijos de José  
 Mas.  
*Algesiras* — L. Lombard.

Chas. Farquharson, Cortina del  
 Muelle, 69.  
*T. A.* — Farquharson.

Mac Andrews & Co.  
 Francis Ford Walker (Vice-Con-  
 sul),

**SPAIN** — *continued.*

Carthagená..... John C. Gray (British Vice-  
*Aguilas* — Thomas H. Naftel Consul), Plaza del Rey, 7.  
 (British Vice-Consul). *T. A.* — Gray.  
*Mazarron* — E. G. Pearse.

Alicante..... Carey & Co, Plaza Ramiro, 8.  
*Torrevieja* — G. Sanchez. *T. A.* — Carey.

Denia..... Jas. Morand & Co, Calle Lore-  
*Altea* — H. Javaloyes. to, 55. *T. A.* — Jandrom.  
*Javea* — Agustin Ramos.  
*Gandia* — F. Romaguera.

Valencia..... Vernon W<sup>m</sup>, Mac Andrew  
*Callera* — J. Ferrer y Villar- (Messrs. Mac Andrews & Co)  
 roya. Calle de la Paz J.  
*Burriana* — Vicente Marsal. *T. A.* — Mac Andrews.  
*Castellon* — Salvador Mayor.  
*Benicarlo.* — F. A. Lores.

Tarragona..... Mac Andrews & Co, Plaza de  
*Tortosa* — Eduardo Roca. Olozaga, 12.  
*San Carlos de la Rapita* — *T. A.* — Mac Andrews.  
 M. Castilla.

Barcelona..... Mac Andrews & Co, Plaza del  
 Palacio (Porticos de Xifre), 16.  
*T. A.* — Mac Andrews.  
*San Feliu de Guixols* — Juan *Palamos* — Messrs. Hijos de  
 Forto. Gaspar Matas.  
*Rosas* — Miguel Buscato.

Iviza (Balearic Islands)..... Wallis & Co, Riamban St., 3.  
*T. A.* — Wallis.

Palma (Majorea). Bartolomé Bosch (British Vice-  
*Soller (Majorca)* — M. Cas- Consul), Rosario, 4.  
 taner. *T. A.* — Bosch Cerda.  
*Felemitz (Porta Colom)* —  
 W. Bimmelis & Oliver.  
*Andrache* — D. Jaime Juan.

Port Mahon (Minorca)..... Juan Taltavull.  
*T. A.* — Taltavull.



# FRANCE — continued.

Lyons.....	Frederick Harcourt Williams, 12, rue Royale. T. A. — Williams, 12, rue Royale.
Marseille.....	Savon Frères, 25, rue de la Répu- blique. T. A. — Savon. La Nouvelle — Léon Glaser. Aigues-Mortes — T. Advenier. St-Louis-du-Rhône — Daher & Co.
Port-Vendres — Pams frères. Port-de-Bouc — Eugene Rivière La Ciotat — J.-B. Reynier. Cette — A. Busck.	
Toulon.....	Louis Janvier, 2, rue Bonnefoi. T. A. — Louis Janvier.
Nice.....	Auguste Carlès, quai Lunel, 1. T. A. — Carlès Assurances Nice.
Antibes — H. Nicolet. Cannes — A. Carlès, 20, quai St-Pierre.	
Corsica Island.....	A. C. Southwell (British Vice- Consul), Bastia. T. A. — Southwell Bastia.
Ajaccio — A. C. Southwell. Bonifacio — E. Carrega. Ile Rousse — J. T. Bregante.	

# MONACO.

Joseph Wiseman Keogh (British Vice-Consul), Hôtel Hermitage, Monte-Carlo. T. A. — Keogh British Vice-Consu- late, Monaco.
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# ITALY.

Sassari (Sardinia).....	Domenica Martinetti, Via Oddone, 8, Porto-Torres. T. A. — Martinetti Porto-Torres.
Cagliari (Sardinia).....	Pietro Buffa, Via Roma, 37. T. A. — Pietro Buffa.
Carloforte — D. E. Armeni.	
Terranova (Sardinia).....	Battista Tamponi, Corso Raffaelli. T. A. — Tamponi Lloyd's Agent Madalena — F. Susini. Santa-Teresa — G. Orecchia.
Orosei — F. S. Guiso, Siniscola — Antonio Fenu.	

# ITALY — continued.

Genoa.....	Evan Mackenzie.
Chiavari — Sebastiano dall' Orso di Luigi.	Oneglia } Natale Felice Porto Maurizio } Vassallo. Sestri-Levante — Emanuele Lanata. Savona — A. Acquarone. Spezia — L. Fortelli. Milan — O. Scagliola.
Leghorn.....	Robert Charles Henderson, Via Borra, 2. T. A. — Henderson.
Civita Vecchia.....	Antonio Bellettieri & Co, Viale Garibaldi. T. A. — Bellettieric. Piombino — A. Bellettieri & Co. Rome — Ant. Bellettieri & Co, Piazza S. Silvestro, 81.
Porto S. Stefano — P. Bavastro Rio Marina (Elba) — J. Pa- pucci. Portoferraio (Elba) — G. Darmanin.	
Naples.....	Holme & Co, 24, Via Guglielmo Sanfelice. T. A. — Holme. Castellamare — J. Drink- water (B. Vice-Consul).
Salerno — Giachetti Brothers. Pozzuoli — A. Modesti.	
Palermo (Sicily).....	E. G. Orr, Piazza Marina, 94. T. A. — Anchor.
Trapani — G. Serraino & Figlio Marsala — Pace & Figlioli.	
Girgenti (Sicily).....	Edwd. Albert Oates (British Vice- Cons.), Palazzo Pancamo, Porto Empedocle. T. A. — Oates.
Licata (Sicily).....	Arthur Verderame. T. A. — Verderame.
Messina (Sicily).....	George Edward Oates, 40, Via San Camillo. T. A. — Oates.
Gioja — Giuseppe Galli. Reggio — A. Lopresti & Sons. Milazzo — Rocco Vicari & Sons	
Catania (Sicily).....	A W. Elford (British Vice-Cons.), 22, Via Vittoria Emanuele. T. A. — Elford. Pozzallo — R. Pandolfi.
Augusta — P. A. Guido. Syracuse — G. Bozzanca & Sons.	

## BRITISH POSSESSION.

Malta (Island)..... O. F. Golleher & Sons, Strada  
Zaccaria, 21, Valetta.  
*T. A. — Golleher.*

## ITALY — continued.

Catanzaro..... Vincenzo Bruno. *T. A. — Bruno.*  
*Cotrone — Francesco Torromino & Co.*

Taranto..... Successori fratelli Cacace fu  
Michele, Strada Porto Piazza  
St. Eligio, 6. *T. A. — Cacace.*

Gallipoli..... Minasa & Orlotta.

Brindisi..... Nervegna Bros., Strada di Duomo,  
Otranto — A. Eggington. 20. *T. A. — Nervegna.*

Bari..... Marstaller, Hausmann & C<sup>o</sup>,  
Piazza Athenes.  
*T. A. — Marstaller.*

Barletta..... Reichlin & C<sup>o</sup>, Via Cappuccini.  
*T. A. — Reichlin*

Ancona..... Umberto Servadio, Via della Log-  
Ortona — T. Napoleone. gia, 5.  
*T. A. — Umberto Servadio.*

Venice..... Guido Serena, S. Marco Calle  
Vallaresso, 1342.  
*T. A. — Serena.*

## AUSTRIA.

Vienna..... Gustav Kurth, 13, Schottenring.  
*T. A. — Director Kurth.*

Triestè..... Edgar Henry Greenham, Via S.  
Lazzaro, 15.  
*T. A. — Richgreen.*

Fiume (Hungary)..... Giovanni Gelletich, Via Governo.  
20. *T. A. — Gelletich.*

## AUSTRIA — continued.

Lissa Island..... Serafino Topich (British Cons.  
Agent).

Ragusa..... Luigi Klaic, Borgo Pille.  
*Cattaro — P. Radimiri. T. A. — L. Klaic.*  
*Spalato. — G. Illich.*

## GREECE.

Corfu..... C. A. Barff & C<sup>o</sup>, Line Wall.  
*Santa-Maura — G. S. Maniachi. T. A. — Barff.*  
*Prevesa — G. B. Lappas. Sajada — C. A. Zaniani.*

Cephalonia..... Jas. Saunders, Argostoli.  
*T. A. — James.*

Patras..... Hancock & Wood, St. Andrew St.  
*T. A. — Woodcock.*

Zante..... Alfred - Louis Crowe (British  
*Calamata — D. Domeneghi. Vice-Consul).*  
*Navarino — N. Ciclitira. T. A. — Allcrowe.*

Piræus..... E. A. Hill, 8, Sophocles Street,  
*Nauplia — D. Malbrook. Athens.*  
*Laurium — C. Economo- T. A. — Hill Athens.*  
poulo.

Syra..... Panagiotis Constantine Vocoto-  
poulos. *T. A. — Vocotopulo.*

Island of Zea..... Agelasto, Sfezzo & C<sup>o</sup>.  
*T. A. — Zeacol.*

Volo (Thessaly)..... Daffa Bros. *T. A. — Daffa.*

## TURKEY.

Salonica..... Gino Fernandez, Hau Allatini,  
29 and 30. *T. A. Fernandez.*

Dedeagatch..... Missir & Son.  
*Cavalla — S. Pecchioli. T. A. — Missir.*

## TURKEY — *continued.*

Gallipoli.....	W <sup>m</sup> Grech (British Vice-Consul). T. A. — Grech.
Constantinople.....	Sir Jas. W <sup>m</sup> Whittall (J. W. Whittall & C <sup>o</sup> ), Hau Whittall, Stamboul. T. A. — Whittall Yenidjami. Panderma — M. Summa. Moudania — G. Gilbertson.
Zongouldak—Jean La Pierre. Ismid — P. J. Wills.	
Dardanelles.....	C. Whittall & C <sup>o</sup> .
Tenedos.....	Demosthenes A. Tolmides (B.V.-Consul). T. A. — Tolmides.
Lemnos —	
Imbros —	

## BULGARIA

Bourgas.....	Anastase Petcoff. T. A. — Petcoff.
Varaa.....	John Marie Duroni, boulevard Ferdinand, 351. T. A. — Duroni.
Sofia.....	Kundig & Dorken. T. A. — Kundig.
Philippopolis — T. Alinack & K. Tamiriantz.	
Roustchouk.....	Sigismund Rintel.

## SERVIA.

Belgrade.....	H. & C. Vogeli, Trgybatzkau-litza, 9. T. A. — Voegeli.
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## ROUMANIA.

Kustendje.....	Henry Alex. Harris, Strada Mahometana, 44. T. A. — Harris.
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## ROUMANIA — *continued.*

Sulina.....	Watson & Youell, Strada Carol I, 8. T. A. — Youell.
Sulina — Geo. Bishop Marshall.	
Galatz and Ibrail.....	Watson & Youell, Ibrail.
Tulcea — Samuel Ellmann.	T. A. — Youell Galatz.
Bucharest—Watson & Youell.	T. A. — Watson Ibrail.
Jassy — D. H. Tiktin.	

## RUSSIA — *continued.*

Odessa.....	R. C. H. Webster, Woronzoff Peresulok, 6. T. A. — Webster.
Nicolaieff.....	Arthur Deacon, Potemkinskaya, 21. T. A. — Deacon.
Otchakoff — M. Ratner.	
Kherson — L. M. Weinberg.	
Theodosia.....	Joseph Wood.
Eupatoria — C. Martin.	
Sebastopol — A. J. Mlinarich.	
Kertch.....	Minas N. Megalos. T. A. — Megalos.
Berdianski.....	François Datodi. T. A. — Datodi.
Mariupol.....	F. C. Svorono. T. A. — Svorono.
Taganrog.....	Edward Clively, Nicolaieff St., 36. T. A. — Clively.
Novorossisk.....	Oscar Geelmuyden. T. A. — Ehrtmann.
Poti.....	John Pavoni (Acting V.-Consul). T. A. — Pavoni.
Batoum.....	F. Burkhardt & C <sup>o</sup> , Quay Street. T. A. — Burkhardt.

## A F R I C A

### EGYPT.

Port Said.....	L. Savon & Co. T. A. — Savon.
Alexandria.....	F. H. Manley, rue Cléopâtre, 3, Alexandria. T. A. — Manley Alexandria.
Cairo.....	D. Rees, 12, Zervadachi St. T. A. — Rees.
Tripoli (Barbary).....	William Frederick Riley. T. A. — Riley.
Misurata — T. Teolghidi.	
Benghazi — L. Ellul.	Derna — G. Farrugia.
Homs — C. Zammit.	Zleiten — P. B. Galea.

### TUNIS.

Sfax.....	Edmond Carleton, rue Alexandre Dumas. T. A. — Subetta Carleton.
Tunis.....	Savon Frères, rue Sadikur, 31. T. A. — Savon.
Monastir —	Hammamet — Anetto Cac-
Susa — F. Balzan.	chia. Galippia — E. Conversano (Consular Agent).
Biserta.....	Hon. T. Bourke (British Vice- Consul), rue Massicault. T. A. — Bourke.

### ALGERIA.

Bona.....	H. A. Scratchley.
La Calle — M. G. Maglinlo.	
Algiers.....	Frederic Molison Burke, rue Colbert, 2. T. A. — Burke. Bougie — Charles Schiaffino.
Philippeville — Albert Teis-	
sier.	
Oran.....	Chas. Jullian, Marine Quay. T. A. — Jullian.
Mostaganem — T. Journut.	Arzew — J. L. N. Cramer.
Benisaf — J. Perez.	

### MOROCCO.

Tangier.....	Eugène Chappory, Main Street. T. A. — Chappory.
Larache.....	Lewis Forde (Brit. V.-Consul). T. A. — Forde Tangier.
Rabat.....	Murdoch, Butler & Co. T. A. — Murdoch Tangier.
Casa Blanca (Dar-el-Baida)...	Murdoch, Butler & Co. T. A. — Murdoch.
Saffi and Mazagan.....	Murdoch, Butler & Co, Saffi, via Gibraltar. T. A. — Murdoch.
Mazagan. — P. Netto & Son.	
Mogador.....	R. L. N. Johnston. T. A. — Johnston Tangier.

### AZORES (Portuguese).

Flores.....	James Mackay (Brit. V.-Consul). T. A. — Mackay.
Fayal.....	Jose Antonio de Freita Edwards (Silveira, Edwards & Co). T. A. — Edwards Horta.
Terceira.....	Henry de Castro. T. A. Castro. St. George — T. Pereira da Silva.
St. Michael's.....	Geo. W <sup>m</sup> Hayes, Pontadelgada. T. A. — Hayes Pontadelgada.

### MADEIRA (Island of) (Portu- guese).....

Blandy Brothers & Co. T. A. — Blandy.
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### CANARY ISLANDS (Spanish).

Teneriffe.....	Hamilton & Co, Santa Cruz. T. A. — Hamilton.
La Palma — M. Yanes.	Port Orotava — P. S. Reid.



# **CANARY ISLANDS (Spanish) — continued.**

Grand Canary.....	Blandy Bros. & Co, Las Palmas. T. A. — Blandy Las Palmas.
Lanzarote.....	Morales & Diaz, Arrecife.

# **CAPE DE VERDE ISLANDS (Portuguese).**

<i>Praia</i> — J. R. da Silva.	Millers & Corys, Ltd, St-Vincent. T. A. — Orlop Sanvicente de caboverde
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# **WEST COAST OF AFRICA.**

Dakar (French).....	Frank Champion.
<i>St-Louis</i> — R. Berhand.	T. A. — Champion.
<i>Rufisque</i> — J. Durand, jr.	
Bathurst, River Gambia (British).....	Bathurst Trading Co, Lim.
<i>Ziginchor</i> — G. Courrent.	T. A. — Goddard.
Bissao (Portuguese).....	J. Delaet.
Sierra Leone (British).....	Sierra Leone Coaling Co, Free-town. T. A. — Coaling.
Conakry.....	Paterson, Zochonis & Co Ltd.
Sherboro' County (British)...	Sierra Leone Coaling Co, York Island, Sherbro', Sierra Leone. T. A. — Coaling Sierra Leone for Sherbro'.
Monrovia (Liberia).....	Woodin & Co, Ltd.
Cape Palmas (Liberia).....	Edmund A. Ditchfield.
<i>Sinoe</i> — J. W. West.	T. A. — Ditchfield Bleiron.
Grand Bassam (French).....	Cie Française de l'Afrique Occidentale. T. A. — Senafica.
<i>Grand Lahou</i> } <i>Assinie</i> } <i>Jacquerville</i> }	Compagnie Française de l'Afrique Occidentale.
Axim (British).....	The Acting Agent of Messrs. F. & A. Swanzy, Ltd.
<i>Dixcove</i> — The Acting Agent of Messrs. F. & A. Swanzy, Ltd.	T. A. — Swanzy.
	<i>Hulf Assinie</i> — J. Grosvenor Dawe.
Sekondi (British).....	R. J. Nicholas & Co. T. A. — Nicholas.

# **WEST COAST OF AFRICA — continued.**

Cape Coast Castle and Annamaboe (British).....	Tom Walton Rickaby. Cape Coast Castle.
	<i>Saltpond</i> — C. P. Coussey.
Accra (British).....	The Acting Agent of the Volta Transport Co.
<i>Pram Pram</i> } <i>Winnebah</i> }	The Acting Agent of Messrs. F. & A. Swanzy, Ltd.
Addah (British).....	The Acting Agent of the Volta Transport Co, Ltd.
<i>Quittah</i> } <i>Lome</i> }	The Acting Agent of Messrs. F. & A. Swanzy, Ltd.
Anecho (German).....	F. Richers.
Lagos (British).....	J. R. U. Little.
Benin (British).....	The African Association Ltd.
Warri (British).....	
Brass (British).....	
Degama (British).....	
Bonny (British).....	Frank Hooper.
Opobo (British).....	
Old Calabar (British).....	The African Association Ltd.
Cameroons (German).....	Deutsche Westafrikanische Handelsgesellschaft, Duala. T. A. — Westhandel Duala.
Fernando Po (Spanish).....	John Holt.
San Thomé (Portuguese).....	Eastern Tel. Co.
Gaboon (French).....	James Deemin, Libreville.
Congo River, with Branches at Sette, Cabenda and Boma.	.....
Ambrizette (Portuguese).....	.....
St-Paul de Loanda (Portuguese)	The Loanda Coaling and Lighterage Co, Lim., Caixa, No 14. T. A. — Vapor, Loanda.
	Solomon & Co. T. A. — Solomon.
<b>St-HELENA (Island of).</b>	
Ascension (British).....	

## SOUTH AFRICA.

Cape Town.....	Thomson, Watson & Co, Selwyn Chambers, St. George's Street. <i>T. A. — Thomson.</i>
<i>Port Nolloth — Smith, Webster &amp; Co.</i>	<i>Breadasdorp—F. J. P. du Toit.</i>
<i>Port Beaufort—J. H. Carlsson.</i>	<i>Walfisch Bay—Mertens &amp; Siachel.</i>
Mossel Bay.....	Hudson, Vreede & Co, Church Street. <i>T. A. — Hudson.</i>
<i>Knysna — Thesen &amp; Co.</i>	
Port Elizabeth.....	Mackie, Dunn & Co, P. O. Box 79. <i>T. A. — Dunn.</i>
<i>Humansdorp — R. R. Metelkamp.</i>	
Port Alfred.....	Wood Brothers, Graham's Town <i>T. A. — Woods Graham's Town.</i>
<i>Port Alfred.</i>	
East London.....	Frederick Dyer, Terminus Street. (Dyer & Dyer, Ltd.). <i>T. A. — Dyer.</i>
Port Natal.....	John Thomson Rennie, 20, Commercial Road, Durban. <i>T. A. — Reniform Durban.</i>
<i>Port St. John's, Pondoland — Sydney Turner.</i>	
Johannesburg.....	William Hosken, Government Square. <i>T. A. — Hosken.</i>

## EAST AFRICA.

Delagoa Bay (Portuguese)...	Chiazzari & Co, P. O. Box 292 Lourenço Marques.
Beira (Portuguese).....	Manica Trading Co, Limited. <i>T. A. — Marrojar.</i>
Chinde (Portuguese).....	The African Lakes Corporation, Lim. <i>T. A. — Nyasa Beira.</i>
<i>Tete — The African Lakes Corporation, Limited.</i>	
Mozambique (Portuguese)...	W <sup>m</sup> Philippi & Co. <i>T. A. — Philippi.</i>
<i>Ibo and Parapato — W<sup>m</sup> Philippi &amp; Co.</i>	

## EAST AFRICA — continued.

Zanzibar.....	Smith, Mackenzie & Co. <i>T. A. — Mackenzie.</i>
Mombasa — Smith, Mackenzie & Co.	

## BRITISH CENTRAL AFRICA

Mandala.....	The African Lakes Corporation Ltd.	The African Lakes Corporation, Lim., Mandala (Blantyre) B. C. Africa ( <i>via</i> Cape Town and Beira). <i>T. A. — Nyasa Blantyre.</i>
Abercorn (Lake Tanganyika).....		
Karonga (Lake Nyasa).....		
Fort Johnston (Lake Nyasa).....		
Port Herald.....		
Chiromo.....		

## MADAGASCAR

Tamatave.....	Procter Brothers. <i>T. A. — Procter.</i>
<i>Diego Suarez — A. E. Moinard.</i>	<i>Vatomandry — T. T. Foster.</i>
<i>Manangaro — A. T. Windley.</i>	<i>Andevoranto — W. J. Lawless.</i>
Mojanga.....	F. Jaquet & Co. <i>T. A. — Cofranc.</i>

## ISLANDS OF

Réunion (French).....	Albert Blay, St-Denis.
Mauritius (British).....	Ireland, Fraser & Co, P. O. Box No 24. <i>T. A. — Ireland.</i>
Seychelles (British).....	James Henry Brooks, Mahé, Seychelles. <i>T. A. — Brooks.</i>

## ABYSSINIA.

Djibouti (French).....	Société Commerciale d'Affrètements & de Commission.
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## EGYPT — continued.

Suakim, with a branch at Port Sudan.....	Gellatly Hankey & Co <i>T. A. — Gellatly.</i>
Suez and Suez Canal.....	L. Savon & Co, Port-Saïd. <i>T. A. — Savon.</i>

## A S I A

### TURKEY.

Trebizond.....	Hochstrasser & C <sup>o</sup> .
<i>Samsoun</i> —Hochstrasser & C <sup>o</sup>	<i>T. A.</i> — Hochstrasser.
Smyrna.....	John Hönischer.
<i>Mitylene</i> — Geo. Huffner.	<i>T. A.</i> — John Honischer.
<i>Chio</i> — P. Antovich.	
Rhodes Island.....	Albert Biliotti. <i>T. A.</i> — Biliotti.
<i>Makry</i> — Ip. Casilli.	<i>Cassos</i> — N. G. Mavri.
Crete Island.....	Theodore A. Trifilli (British
<i>Candia</i> — P. Th. Alepoude-	Vice-Consul), Rettimo.
lis & C <sup>o</sup>	<i>T. A.</i> — Trifilli Rettimo.
<i>Canea</i> — V. Calucci.	
Adalia.....	Gustave A. Keun (British Vice-
	Consul). <i>T. A.</i> — Keun.
Mersyna.....	Antoine N. Lykiardopulo.
	<i>T. A.</i> — Lykiardopulo.
Alexandretta.....	Augustine Catoni (British Vice-
<i>Aleppo</i> — Eug. Catoni & C <sup>o</sup> .	Consul). <i>T. A.</i> — Catoni.
<i>Ayas</i> — Christo Simeonoglou.	
Beyrout.....	Henry Heald & C <sup>o</sup> . <i>T. A.</i> —Heald.
<i>Caiffa</i> — Dr. J. Schmidt.	<i>Tripoli</i> — J. M. J. Abela.
<i>Sidon &amp; Tyre</i> — P. Orfanos & Son, Sidon.	
Jaffa.....	Haim Amzalak.
<i>Gaza</i> — A. A. Knezevich.	<i>T. A.</i> — Amzalak.

### BRITISH POSSESSION.

Limasol (Isle of Cyprus).....	Percy Christian.
Larnaca (Isle of Cyprus).....	Zeno Demetrius Pierides.
<i>Famagusta</i> —A. D. Francoudi.	<i>T. A.</i> — Lloyd's.

### ARABIA.

Jeddah.....	Gellatly, Hankey & C <sup>o</sup> .
<i>Hodeida</i> — Mazzucchelli & Perera.	<i>T. A.</i> — Gellatly.
Perim Island (British).....	Perim Coal C <sup>o</sup> (Limited).
	<i>T. A.</i> — Perim.
Aden (British).....	Luke Thomas & C <sup>o</sup> (Limited).
	<i>T. A.</i> — Thomas.
Muskat.....	W. J. Towell & C <sup>o</sup> .
	<i>T. A.</i> — Towell.

### TURKEY — continued.

Bussorah.....	Gray, Mackenzie & C <sup>o</sup> .
	<i>T. A.</i> — Gray.
Bagdad.....	Stephen Lynch & C <sup>o</sup> .
	<i>T. A.</i> — Lynch.

### PERSIA.

Bushire.....	Gray, Paul & C <sup>o</sup> . <i>T. A.</i> — Gray.
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### INDIA.

Kurrachee.....	McIver, Mackenzie & C <sup>o</sup> .
	<i>T. A.</i> — Maciver.
Bombay.....	Finlay, Muir & C <sup>o</sup> , P. O. Box 73.
<i>Mormugao</i> —Playfair & Walke.	<i>T. A.</i> — Mercator.
Calicut and Beypore.....	Andrew & C <sup>o</sup> , Calicut.
<i>Tellicherry</i> —Burnett & Son.	<i>T. A.</i> — Andrew.
<i>Mangalore</i> —Pierce Leslie & C <sup>o</sup> .	
Cochin.....	Peirce, Leslie & C <sup>o</sup> , Lim., Cochin,
	Malabar Coast.
	<i>T. A.</i> — Peirce.

**INDIA — continued.**

Colombo (Ceylon).....	Aitken, Spence & Co. <i>T. A. — Aitken.</i>
Point de Galle (Ceylon).....	Clark, Spence & Co. <i>T. A. — Spence.</i>
<i>Trincomalee — F. E. Gibson.</i>	
Negapatam.....	Madura Co, Ltd. <i>T.A.—Mactaggart</i>
<i>Tuticorin. — Madura Co, Ltd.</i>	<i>Cuddalore — Parry &amp; Co.</i>
Pondicherry (French).....	Pernon, Bayol & Co. <i>T. A. — Pernon.</i>
Madras.....	Wilson & Co, 8, Second Line Beach. <i>T. A. — Wilson.</i>
Coringa and Cocanada.....	Hall, Wilson & Co, Cocanada. <i>T. A. — Hall.</i>
Bimlipatam.....	Stuart Hall & Co.
<i>Vizagapatam — Stuart Hall</i> <i>&amp; Co.</i>	
Gopaulpore and Ganjam.....	F. J. V. Minchin & Co, Gopaul- pore (Ganjam). <i>T.A.—Minchin.</i>
<i>Pooree — F. J. V. Minchin &amp; Co.</i>	
Calcutta.....	Gladstone, Wyllie & Co, P. O. Box 127. <i>T. A. — Gladstone.</i>
Chittagong.....	Bulloch Brothers & Co, Lim. <i>T. A. — Bullochs.</i>

**BRITISH BURMAH.**

Akyab.....	Bulloch Brothers & Co, Lim. Strand Road. <i>T.A.—Bullochs.</i>
Bassein.....	Bulloch Brothers & Co, Lim. <i>T. A. — Bullochs.</i>
Rangoon.....	George Gordon & Co, P. O. Box 20. <i>T. A. — Gordon.</i>
Maulmain.....	Bulloch Brothers & Co, Lim. Mopoon. <i>T. A. — Bullochs.</i>

**STRAITS SETTLEMENTS (British).**

Penang.....	Sandilands, Buttery & Co. <i>T. A. — Sandilands.</i>
Singapore.....	Syme & Co, 16, Collyer Quay. <i>T. A. — Syme.</i>
<i>Palembang (Sumatra) —</i> <i>A. P. Van der Valk.</i>	

**SUMATRA-ISLAND (Dutch).**

Deli.....	Naudin Ten Cate & Co, Medan. <i>T. A. — Naudin Medan.</i>
Acheen.....	The Sabang Bay Harbour & Coal Co, Lim., Sabang, Island of Weh. <i>T. A. — Harcoal Sabang.</i>
Padang.....	Van Houten, Steffan & Co. <i>T. A. — Steffan.</i>

**JAVA-ISLAND (Dutch).**

Batavia.....	W <sup>m</sup> Black Ramage (Borneo Co, Limited). <i>T. A. — Borneo.</i>
<i>Tjilatjap — Dutch Trading Co</i> <i>Cheribon — d<sup>o</sup></i>	
Samarang.....	Maatschappij voor Uitvoer- en Tegal— G. A. Van Putten & Co Commissiehandel. <i>T. A. — Mikado.</i>
<i>Pekalongan — d<sup>o</sup></i>	
Sourabaya.....	Maatschappij voor Uitvoer- en Banjoewangie — A. G. H. Pleyte. <i>T. A. — Mikado.</i>

**CELEBES-ISLAND (Dutch).**

Macassar.....	W. B. Ledeboer & Co. <i>T. A. — Ledeboer.</i>
<i>Menado — W. B. Ledeboer &amp; Co.</i> <i>Banda — A. E. Bruinier.</i>	<i>Gorontalo — W. Gosewisch.</i>



## BORNEO-ISLAND.

Sarawak.....	*J. M. Bryan. (Tels, c/o Borneo, Singapore. Letters should be addressed to Manager, the Borneo Co, Lim., Kuching, Sarawak).
Sandakan.....	Walter G. Darby (B. Cons. Agent). T. A. — Darby.
Labuan — The Labuan Coal- fields Co Ltd.	Kudat—H. Broese van Groenou.
Balek Pappan.....	†F. E. Jago. (Letters should be addressed care of Messrs. Syme & Co, Singapore).

## SIAM.

Bangkok.....	*J. W. Edie. T. A. — Borneo.
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## COCHIN CHINA.

Saigon.....	William G. Hale & Co. T. A. — Hale.
Haiphong (Tonquin).....	Alcide Bleton T. A. — Bleton.

## PHILIPPINE ISLANDS.

Yloilo (Island of Panay).....	Smith, Bell & Co. T. A. — Bell.
Cebu.....	Smith, Bell & Co. T. A. — Bell.
Manila (Island of Luzon).....	Ker & Co., P. O. Box 312. T. A. — Ker.
Sual — Heald & Co.	

## CHINA.

Canton and Macao.....	Gilman & Co, Hong Kong.
Canton — Rowe & Co.	
Hong Kong (British).....	Gilman & Co. T. A. — Gilman.
Swatow.....	Bradley & Co. T. A. — Bradley.
Amoy.....	Boyd & Co. T. A. — Boyd.
Foo-Chow-Foo.....	Gilman & Co. T. A. — Gilman.
Shanghai.....	Gibb, Livingstone & Co, 2, Yuen- Ming-Yuen Road. T. A. — Gibb.
Ningpo —	

## CHINA — continued.

Hankow.....	Jardine, Matheson & Co. T. A. — Jardine.
Tsingtau.....	Anz & Co. T. A. — Gipperich.
Che Foo.....	Fredk. Joseph Curtis.
Wei-hai-Wei—Cornabe, Eck- ford & Co.	
Tien-Tsin.....	W <sup>m</sup> Forbes & Co. T. A. — Rinchee.
Newchwang.....	Bush Brothers. T. A. — Bush.
Dalny & Port-Arthur.....	Holme Ringer & Co.

## COREA.

Chemulpo.....	E. Meyer & Co. T. A. — Barbarossa.
Fusan.....	Holme, Ringer & Co, 12, Ni Chome, Hon Machi, Fusan. T. A. — Ringer.

## JAPAN.

Anping (Formosa).....	Bain & Co. T. A. — Bain.
Tamsui & Kelung (Formosa).....	Boyd & Co, Taipeh (N. Formosa), via Hong Kong. T. A. — Boyd Taipeh.
Nagasaki.....	Holme, Ringer & Co. T. A. — Ringer.
Moji (Shimonoseki Straits)— M.M. Wuriu Shokwai.	Wakamatsu — Holme Rin- ger & Co.
Shimonoseki.....	Browne & Co, Moji.
Hiogo.....	Cornes & Co, 7, Kaigan Dori, Kobe. T. A. — Zoologist Kobe.
Yokohama.....	Cornes & Co. T. A. — Zoologist.
Hakodadi — Howell & Co.	

## SIBERIA.

Vladivostock.....	Kunst & Albers. T. A. — Kunst.
Blagoweshensk—Andrae Closs.	
Petropaulowski.....	

\* Or the Agent for the time being acting for the Borneo Company (Limited).

† Or the Manager for the time being of the Nederlandsch Indische Industrie en Handel Maatschappij.

# A U S T R A L I A

## North.

Port Darwin..... Henry Herbert Adcock.  
*T. A. — Voules.*

## West.

Broome..... Arthur Male (Streeter & Co).  
*T. A. — Streeter.*  
 Cossack..... Dalgety & Co, Lim.  
*T. A. — Dalgety.*  
 Geraldton..... Burns, Philp & Co, Lim., Dur-  
 lacher Street.  
*T. A. — Midship.*  
 Swan River..... Elder, Shenton & Co, Cliff Street,  
 Fremantle.  
*T. A. — Shenton Fremantle.*  
*Bunbury—T. Hayward & Sons*  
 Albany, King George's Sound. Dalgety & Co, Lim., Lower  
 Spencer Street.  
*T. A. — Dalgety.*

## South.

Adelaide..... Elder, Smith & Co, Lim., Currie  
 Street. *T. A. — Elder.*  
*Kingston — J. Grice & Co.*  
*Port Lincoln—W. O. Bennett.*  
*Port Augusta — J. Melville.*  
*Port Pirie — A. B. Cashmore*  
*Port Victor — G. S. Read.*  
*Port Caroline—John Grice & Co*  
*Beachport—E. French & Son.*  
*Macdonell Bay — J. Morgan.*  
*Wallaroo — J. Darling & Son.*

## Victoria.

Melbourne..... Dalgety & Co, Lim., 461-471,  
 Bourke Street.  
*T. A. — Dalgety.*

## Tasmania.

Launceston..... Chas. H. Smith & Co, 41, St-  
 John Street.  
*T. A. — Tagus.*

## Tasmania — continued.

Hobart..... William Crosby.  
*T. A. — Crosbyna.*

## New South Wales.

Sydney..... Hogg, Robinson & Co, Proprie-  
 tary, Limited, Royles Cham-  
 bers, Bond Street.  
*T. A. — Hogg.*  
 Newcastle..... Robert B. Wallace.  
*T. A. — Wallace.*

## Queensland.

Brisbane..... Charles Parbury & Co, Lim., 121,  
 Eagle Street.  
*T. A. — Aurora.*  
 Maryborough..... Wilson, Hart & Co.  
*T. A. — Mayflower.*  
 Bundaberg..... W. E. Curtis, Quay Street.  
*T. A. — W. E. Curtis.*  
 Rockhampton..... Walter Reid & Co, Lim., Quay  
 Street. *T. A. — Martyrdom.*  
 Mackay..... Cecil G. Smith, Exchange Wharves  
*T. A. — Garcia.*  
 Port Denison..... Henry Field (Bowen).  
 Townsville..... Burns, Philp & Co, Lim.  
*T. A. — Martyrdom.*  
 Cairns..... Burns, Philp & Co, Lim., Abbott  
 Street. *T. A. — Burns.*  
 Cooktown..... Burns, Philp & Co, Lim.  
*T. A. — Philp.*  
 Thursday Island (Torres Straits) Burns, Philp & Co, Lim.  
*T. A. — Philp.*  
 Normanton..... Burns, Philp & Co, Lim.

## NEW ZEALAND

Auckland (North Island).....	The Campbell & Ehrenfried C <sup>o</sup> , 43, Queen Street Wharf. T. A. — Beehive.
<i>Russell, Bay of Islands</i> — H. S. Williams. <i>Gisborne</i> — Williams & Ket- tle, Ld.	
New Plymouth (North Island).	Francis Peacock Corkill, National Bank Chambers. T. A.—Corkill.
<i>Patea</i> — G. D. Hamerton. <i>Opunake</i> — G. W. Rogers. <i>Mokau</i> — L. Le Grand Jacob.	<i>Waitara</i> — H. E. Vaughan. <i>Pukearube</i> — J. J. Gilbert.
Wellington (North Island)....	Bethune & Hunter, Old Custom House Street. T. A. — Hunter.
Napier (North Island).....	Dalgety & C <sup>o</sup> , Lim., Tennyson St. T. A. — Dalgety.
Nelson (South Island).....	John H. Cock & C <sup>o</sup> . T. A. — Cock.
<i>Westport</i> —John Munro & C <sup>o</sup> , Limited.	

## NEW ZEALAND — continued.

Greymouth (South Island)....	G. T. Moss, Mackay Street. T. A. — Moss.
Invercargil (South Island)....	Thomas Brodrick & C <sup>o</sup> , Esk Street. T. A. — Brodrick.
Otago (South Island).....	Geo. Lyon Denniston, Bond St., Dunedin. T. A. — Denniston Dunedin.
Timaru (South Island).....	National Mortgage and Agency Company of New Zealand. T. A. — Mortgage.
Lyttelton (South Island).....	Kinsey, Barns & C <sup>o</sup> , Christchurch. T. A. — Kinsey.
<i>Chatham Islands</i> —Alex. Shand.	

# OCEANIA

New Guinea.....	Burns, Philp & Co, Lim., Port Moresby.	Suva (Fiji Islands).....	Alexander A. M. T. Duncan. <i>T. A. — Duncan.</i>
Solomon Islands.....	C. M. Woodford, Government Residence, Tulagi, Solomon Islands.	Samoa or Navigator Islands...	Thos. Trood (Acting. V.-Consul), Apia, Samoa.
Marshall & Caroline Islands..	The Jaluit Company. Address: — Haupt Agentur der Jaluit Gesellschaft, Jaluit, Marshall Islands. Ponape Station der Jaluit Gesellschaft, Ponape, Caroline Islands.	Pago Pago (Tutuilla).....	W <sup>m</sup> Blacklock. <i>T. A. — Blacklock (via Auckland).</i>
Yap (W. Carolines).....	David O'Keefe.	Tonga or Friendly Islands...	Vines, Utting & Perston, Tonga. <i>T. A. — Vup Auckland.</i>
New Caledonia (French).....	Thomas Johnston, Noumea. <i>T. A. — Johnston.</i>	Rarotonga (Hervey Islands)...	Edward Mathews.
Levuka (Fiji Islands).....	John Maynard Hedstrom. <i>T. A. — Hedstrom.</i>	Rapa, S. Pacific (French)....	
		Sandwich Islands.....	Theo. H. Davies & Co, Ltd, Honolulu. <i>T. A. — Draco.</i>
		Fanning Island.....	Geo B. Greig (Correspondent).
		Norfolk Island.....	Isaac D. Robinson (Correspond.).
		Keeling Cocos Islands.....	G. Clunies Ross (Correspond.).

## AMERICA (WEST COAST).

### BRITISH COLUMBIA.

Vancouver City.....	Charles Gardiner Johnson.
Nanaimo—James S. Knarston.	T. A. — Gardiner.
Victoria, B. C.—John G. Cox.	Bamfield Creek (Vancouver Isld)
	D. Osborne.

### UNITED STATES.

Port Townsend.....	Oscar Klocker (British Vice-Consul), T. A. — Klocker.
Tacoma (Washington),.....	John Barrow Alexander (British Vice-Consul), 117½, Tenth Street.
	T. A. — British.
Seattle.....	John Mc Tavish Pantou (A. E. Sutton & Co), 609, Mutual Life Building. T. A. — Pantou.
Astoria (Oregon).....	Peter Lacy Cherry (British Vice-Consul), Bond St. T. A. — Cherry.
Grays Harbour — F. Soule,	South Bend — E. Maude.
Hoquiam, Chehalis Co, State of Washington.	
Portland (Oregon).....	Henry Hewett, Sherlock Building. T. A. — Hewett.
San Francisco (Cal.).....	Catton, Bell & Co, Oakland (Cal.).
San Diego — W. T. Allen (British Vice-Consul).	T. A. — Falkner.
San Pedro { C. W. Mortimer	St. Michael's (Alaska)—
Redondo { (Brit. V.-Consul), Temple	Unalaska—N. Gray.
Los Angeles { Block, Los Angeles.	Tahiti—C. A. F. Ducooran, Papeete.

### MEXICO.

Santa Rosalia.....	F. Jeantoux.
La Paz — Jose H. Hidalgo.	T. A.—
Ensenada de Todos Santos	
— Manuel Riveroll.	

### MEXICO — continued.

Guaymas.....	John Reinhard Möller.
Agiabampo — Jose Gastelund.	
Mazatlan.....	Juan Rodolfo Farber, Apartado Postal 20. T. A.—J. R. Farber.
San Blas.....	Delius & Co. T. A. — Delius.
Acapulco.....	Geo. Francis Moreno.
Tehuantepec.....	W. S. Buchanan.
San-Benito — Henkel & Co.	

### GUATEMALA.

Guatemala.....	Percy Dalglish.
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### SAN SALVADOR.

San Salvador and La Libertad.	William F. Manning, San Salvador.
Sonsonate and Acajutla — Manuel Denis, Acajutla.	T. A. — Manning.
La Union — B. Courtadi.	La Libertad—Vicente Hueso.
San Miguel — M. Mazzini.	Amapala (Honduras, Pacific Coast) — T. Kohncke.

### NICARAGUA.

Managua.....	Munkel, Muller & Co.
Corinto — C. L. Hinckel.	T. A. — Munkel.

### COSTA-RICA.

San José.....	Wm. Le Lacheur Lyon (Lyon & Cox).
Punta Arenas } F. J. Alvarado	T. A. — Lyon.
Limon { & Co, Limon.	



## U. S. OF COLOMBIA.

Panama .....	E. F. Hudson (Brit. Vice-Consul) Colon.
Buenaventura.....	A. Pagnamenta & Co. <i>Cali</i> — Henry J. Eder. <i>Tumaca</i> — W. Jarvis.
	<i>T. A.</i> — Marucha.

## ECUADOR.

Guayaquil.....	Alfred Cartwright (Brit. Consul).
<i>Manta</i> — P. Gonzenbach.	<i>T. A.</i> — Lloyd's.
<i>Esmeraldas</i> — M. A. Quintero.	<i>Bahia de Caraquez</i> — Succ <sup>rs</sup> de A. Santos.

## PERU.

Lima and Callao.....	H. M. Beausire & Co, Lima.
<i>Salaverry</i> — G. W. Chase.	<i>T. A.</i> — Beausire, Lima.
<i>San Jose de Lambayeque</i> — W. V. Fry.	<i>Payta</i> — C. A. Blume.
Mollendo.....	Robilliard & Co. <i>T. A.</i> — Robilliard.

## CHILI.

Arica and Tacna.....	Thomas Bradley, Arica. <i>T. A.</i> — Bradley.
Iquique.....	Charles Noel Clarke (Brit. Consul).
<i>Iquique</i> — H. R. Lowe (Brit. Vice-Consul).	<i>T. A.</i> — Clarke.
<i>Junin</i> — L. J. Garrett (Brit. Vice-Consul).	<i>Coleta Buena</i> — A. E. Danks (Brit. Vice-Consul).
<i>Pisagua</i> — C. R. L. Worke.	

## CHILI — continued.

Tocopilla .....	Charles W. Nicholls, Casilla, 68 (British Vice-Consul).
	<i>T. A.</i> — Nicholls.
Antofagasta.....	Barnett & Co. <i>T. A.</i> — Barnett.
Taltal .....	W. F. O' Neill.
Caldera.....	Harry Beckwith Beazley (Brit. Vice-Consul).
	<i>Chanaval</i> — J. G. Sheriff. <i>T. A.</i> — Beazley.
Coquimbo .....	Alfred Steel & Co. <i>T. A.</i> — Steel.
<i>Tongoy</i> — F. A. Bedwell.	<i>Carrizal</i> — A. Olivares.
<i>Huasco</i> — Craig, Vance & Co.	
Valparaiso.....	Huth & Co. <i>T. A.</i> — Huth.
Talcahuano.....	William W. McKay & Co, Concepcion.
	<i>Coronel</i> — Franklin & Co. <i>T. A.</i> — Mackay Concepcion.
Punta Arenas (Straits of Magel- lan).....	Rudolf Stubenrauch. <i>T. A.</i> — Stubenrauch Punta Arenas.

## AMERICA (EAST COAST)

### BRITISH POSSESSION.

The Falkland Islands..... Wm. Alfred Harding (Stanley).  
T. A. — Fleetwing Monte Video.

### ARGENTINE REPUBLIC.

Bahia-Blanca..... Chas.C. Cumming (Vice-Consul),  
Castilla, 22.  
T. A. — Cumming.

Buenos-Ayres..... Runciman & Co, 264, San Martin.  
*La Plata* — E. T. Puleston  
(Vice-Consul). T. A. — Runciman.

Rosario..... Barnett & Co, 740, Calle Maipu.  
T. A. — Barnett Rosario de Santa Fé.  
*San Nicolas* — O.B. Wiengreen. Santa Fé — Carlos Sarsotti.

### PARAGUAY.

Asuncion..... W. R. Haywood.

### URUGUAY.

Monte Video..... Edward Cooper & Son, Calle Za-  
*Fray Bentos* — E. Maver. bala, 53.  
*Maldonado* — H. W. Burnett  
(Vice-Consul). T. A. — Cooper.  
*Colonia* — M. Cabellero.  
*Paysandu* — Selves & Co.

### BRAZIL.

Rio Grande do Sul..... Edward James Wigg (Jose da  
Silva Fresteiro & Co), Caixa do  
Correio, 70.  
T. A. — Forasteiro.  
Porto Alegre..... Archer, Luce & Co (Vice-Consul).  
T. A. — Archer.

### BRAZIL — continued.

Sta-Catharina..... Wm. Bert Chaplin (V.-Consul).  
T. A. — Guilbert Desterro.

Santos..... Joao G. Cramer, rua 11 de Junho,  
Nº 4. T. A. — Cramer.

Rio-de-Janeiro..... E. L. Harrison.

Bahia.....

Pernambuco..... Henry Forster & Co.  
T. A. — Forster.  
*Maceio* — Hy. Forster & Co. *Rio Grande do Norte* — O.  
*Parahyba* — Cahn Brothers & Co d'A. Garcia.

Ceara..... Holderness & Salgado, P. O. Box  
Nº 1.  
*Aracati* — Antonio Rodrigues  
da Silva Figueiredo. T. A. — Socrates.  
*Camocim* — Joao Nicolan F.  
Cavalcante.

Maranhão..... Custodio G. Belchior, 43, Rua 28  
*Paranahyba* — L. A. de M. Cor-  
rea. do Julho.  
T. A. — Belchior.

Para..... Booth & Co. T. A. — Booth.

Manaos..... Booth & Co. T. A. — Booth.

Iquitos..... Booth & Co. T. A. — Booth.

### FRENCH GUIANA.

Cayenne..... C. H. Fourrage, rue de l'Abattoir,  
12. T. A. — Fourrage.

### DUTCH GUIANA.

Surinam..... Ernest Dranger, Paramaribo, Su-  
rinam.  
T. A. — Dranger Paramaribo.

# **BRITISH GUIANA.**

Berbice.....	S. Davson & C <sup>o</sup> . <i>T. A. — Davson.</i>
Demerara.....	Booker Bros., Mc Connell & C <sup>o</sup> , Lim., Georgetown. <i>T. A. — Booker.</i>

# **VENEZUELA.**

Ciudad Bolivar.....	Charles Hermann de Lemos, <i>T. A. — Delemos Trinidad.</i>
La Guayra.....	Carlos Galan & C <sup>o</sup> . <i>T. A. — Galan.</i>
Puerto Cabello.....	Rivas, Fensohn & C <sup>o</sup> . <i>T. A. — Rivenson.</i>
Maracaibo.....	Max W. Rehbein (Breuer, Moller & C <sup>o</sup> ). <i>T. A. — Rehbein.</i>

# **U. S. OF COLOMBIA — continued.**

Santa-Martha.....	Mansell Carr (British Vice-Cons.).
Barranquilla and Savanilla...	Bischoff & C <sup>o</sup> , Barranquilla.
Medellin.....	Wm. Gordon (British Vice-Cons.).
Manizales.....	Alejandro Gutierrez.
Bogota.....	George D. C. Child. <i>T. A. — Child.</i>
<i>Honda</i> — Henry Hallam.	<i>Bucaramanga</i> — Koppel,
<i>Girardot</i> — M. Nunez.	Schloss & Harker.
<i>Neiva</i> — F. Gutierrez.	<i>Cucuta</i> — R. A. Riedel.
Carthagena.....	Thos. Campbell Stevenson (British Vice-Consul). <i>T. A. — Stevenson.</i>
Colon.....	E. F. Hudson (British Vice-Cons.).

# **NICARAGUA — continued.**

Grey Town.....	Joseph Johnstone.
<i>Bluefields</i> — T. W. Waters.	<i>San Andreas (Colombia)</i> —Cap- tain Joseph Smith.

# **HONDURAS.**

Truxillo.....	A. E. Melhado (Brit. Consul). <i>T. A. — Melhado.</i>
Puerto Cortez.....	W <sup>m</sup> James Bain (Brit. Consul).

# **GUATEMALA — continued.**

Livingston.....	Joseph A. Ross. <i>T. A. — Ross</i> Guatemala City.
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# **BRITISH HONDURAS.**

Belize.....	Belize Estate and Produce C <sup>o</sup> , Lim. <i>T. A. — Belize</i> New Orleans.
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# **MEXICO — continued.**

Progreso and Merida.....	Arthur Peirce (Vice-Consul), Apartado 114, Merida. <i>T. A. — Peirce</i> Merida.
Campeachy.....	Miguel Llovera & Co's, Suces- sors. <i>T. A. — Llovera.</i>
Laguna de Terminos.....	German Hahn (Vice-Consul). <i>San Juan Bautista</i> —Romano & C <sup>o</sup> .
Puerto de Mexico.....	Thos. Gemmill (Brit. V.-Consul)..
Vera Cruz.....	Viya Hermanos Sucesores. <i>T. A. — Viya.</i>
<i>Tuxpan</i> — Angel Perez.	
Mexico City.....	Watson, Phillips & Co's, Succes- sors, Calle Don Juan Manuel, 10. <i>T. A. — Watlip.</i>
Tampico.....	H. W. Wilson.
Matamoras.....	William Kelly, Brownsville, Ca- meron C <sup>o</sup> , Texas, U. S. A. <i>T. A. — Kelly</i> Brownsville.
<i>Brazos de Santiago, Isabel,</i> <i>Texas</i> — J. S. Thornham.	

## WEST INDIA ISLANDS.

Curaçao (Dutch).....	Moses de Sola. T. A. — Desolam.
Trinidad (British).....	The New Colonial C <sup>o</sup> , Lim., (Port of Spain). T. A. — Bernard.
Tobago (British).....	Duncan McGillivray.
Grenada (British).....	Alexander Hubbard & Co, St. George's. T. A. — Hubbard.
St. Vincent (British).....	D. K. Porter & C <sup>o</sup> , P. O. Box 16. T. A. — Porter.
Barbados (British).....	Harold B. Gardiner Austin, Bridgetown (P. O. Box 67). T. A. — Cavan.
St. Lucia (British).....	Minvielle & Chastanet, Castries. T. A. — Chastanet.
Martinique (French).....	Henry Joseph Meagher, Fort de France (British Consul).
Dominica (British).....	Chas. Hilton Grell.
Guadeloupe (French).....	Joseph E. Devaux (British Vice- Consul), Pointe à Pitre.
Montserrat (British).....	W. Llewellyn Wall, Tresellian House, Plymouth. T. A. — Wall.
Antigua (British).....	Robert Bryson. T. A. — Bennett.
St. Kitts (British).....	Émile Sapenne Delisle.
St. Croix (Danish).....	R. L. Merwin & C <sup>o</sup> , Freder- icksted. T. A. — Merwin. & Co.
Tortola (British).....	Hon. Fred. Aug. Pickering. Anagada — A. Norman.
St. Thomas (Danish).....	Edward Henriquez Moron (Brond- sted & C <sup>o</sup> ). T. A. — Emoron.

## PORTO-RICO.

Mayaguez.....	Fritze, Lundt & C <sup>o</sup> , Successores. <i>Aguadilla</i> —Sanders, Philippi & C <sup>o</sup> . T. A. — Lundt.
Ponce.....	Domingo Felici. T. A. — Felic. <i>Arroyo</i> — A. J. Alcaide.
San Juan.....	Müllenhoff & Körber. T. A. — Körber Portorico.
Areceivo.....	Sucessores de Roses y Compa.

## HAYTI OR SAN DOMINGO.

Cape Haïtien.....	Edward Lyon & C <sup>o</sup> . <i>Port de la Paix</i> —La C <sup>ie</sup> Haï- tienne.
Gonaïves.....	James Muir M'Guffie. <i>St. Marc</i> —Emile Miot.
Port au Prince.....	Simmonds Brothers. T. A. — Simmonds.
Jeremie.....	Geo. Gaveau. T. A. — Mouline.
Aux Cayes.....	Roberts, Dutton & C <sup>o</sup> . <i>Aquin</i> —Roberts, Dutton & C <sup>o</sup> . T. A. — Robton Cayes.
Jacmel.....	Simmonds Bros.
San Domingo.....	Jose Martin Leyba. <i>San Pedro de Macoris</i> — H. Schumacher. T. A. — Leyba.
Sanchez.....	M. de Moya, Hijo & C <sup>o</sup> . <i>Porto Plata</i> —C. H. Loinaz & C <sup>o</sup> . <i>Monte Christi</i> —Lembcke & C <sup>o</sup> . T. A. — Ludina.

## JAMAICA (British).

Kingston and Old Harbour...	Colin Reid Campbell, Kingston. <i>Port Antonio</i> — D. S. Gideon. <i>St. Ann's Bay</i> —A. B. D. Rerrie T. A. — Campbell.
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**JAMAICA (British) — continued.**

Savanna la Mar.....	Frank Bastian.
<i>Black River</i> — S.H. Peynado.	<i>T. A. — Bastian Jamaica.</i>
<i>Alligator Pond</i> — S.A. Shaw.	
Montego Bay.....	Walter Coke Kerr.
	<i>T. A. — Kerr.</i>
Falmouth.....	Walter Coke Kerr.
Grand Caymanas (British)....	W <sup>m</sup> M. Cochran, George Town,
	Grand Cayman, via Jamaica.

**CUBA.**

Santiago de Cuba....	Brooks & C <sup>o</sup> .	<i>T. A. — Brooks.</i>
Cienfuegos.....	George R. Fowler (British Vice-Consul).	
		<i>T. A. — Fowler.</i>
Havana.....	Aquilino Ordonez, 76 & 78, Cuba Street.	<i>T. A. — Ordonez.</i>
Matanzas.....	John S. Knight (Brit. V.-Consul),	
<i>Cardenas</i> — J. E. Hamel.	P. O. Box 51.	<i>T. A. — Knight.</i>
<i>Sagua la Grande</i> — J. T. Jova.	<i>Caibarien</i> — P. B. Anderson.	
Nuevitas.....	Ramon Alvarez.	
Nipe.....	George Bayliss, Antilla.	

**BAHAMAS (British).**

Nassau (New Providence)....	Lewis Taylor.
<i>Fortune Island</i> — Jose G. Maura.	
Great Inagua.....	D. D. Sargent, Matthew Town.
Turk's Island.....	Walter Stanley Jones, Grand Turk.
	<i>T. A. — Jonesty.</i>

**UNITED STATES — continued.**

Galveston (Texas).....	Bertrand Adoue, 2002, Strand St.
<i>Port Arthur</i> — T. J. Collin,	<i>T. A. — Adoue.</i>

**UNITED STATES — continued.**

New Orleans (Louisiana).....	W. F. Ferguson, (Marshall J. Smith & C <sup>o</sup> ), 309, Baronne Street.
<i>Memphis</i> — Tom Welford.	<i>T. A. — Marshall.</i>
<i>St. Louis</i> — C. H. Campfield.	
<i>Shreveport</i> — C. H. Minge.	<i>Louisville</i> — J. L. Shallcross.
<i>Cincinnati</i> — G. W. Neare,	<i>Pascagoula</i> — A. F. Thomason.
Gibbs & C <sup>o</sup> .	
Mobile (Alabama).....	Murray Wheeler, 78, St. Michael Street.
	<i>T. A. — Wheeler.</i>
Pensacola (Florida).....	C. W. Oliver.
Apalachicola (Florida).....	Wm. John Oven.
	<i>T. A. — Oven.</i>
Key West (Florida).....	Mason S. Moreno, P. O. Box 387.
	<i>T. A. — Moreno.</i>
Fernandina (Florida).....	Ernest V. Nicholl (B. V.-Consul).
	<i>Jacksonville</i> — W. Mucklow.
Brunswick (Georgia).....	Wm. Marsh Tupper, Mallory Steamship Dock.
	<i>T. A. — Willmarsh.</i>
Savannah (Georgia).....	M. McGregor Stewart, Kelly's Building.
	<i>T. A. — Lloydstew.</i>
Port-Royal (S. Carolina).....	John E. Kessler (British Vice-Consul).
Charleston (S. Carolina).....	James Hampden Small, 9, Broad Street.
	<i>T. A. — Small.</i>
Wilmington (N. Carolina)....	John Wilder Atkinson, 113, Beaufort, N. C. — A. J. Lewis.
	<i>T. A. — Atkinson.</i>
Baltimore (Maryland).....	Cunningham, Coale & C <sup>o</sup> , 27, Norfolk — W <sup>m</sup> Lauder.
	<i>South Street.</i>
<i>Newport News</i> — James Houghton	<i>T. A. — Cunningham.</i>
Philadelphia (Pennsylvania)..	W <sup>m</sup> Smith Samuels, 335, Bourse, Merchants' Exchange.
	<i>T. A. — Sydoll.</i>
New-York.....	Arthur Hamilton Clark, 66, Beaver Street, New-York.
	<i>T. A. — Salvors.</i>



# UNITED STATES — *continued.*

Boston (Mass.).....	Francis Peabody, 30, Kilby Street. T. A. — Francis.
Portland (Maine) .....	Chase, Leavitt & Co, 167, Commercial St. T. A. — Leavitt.
Bath — Capt. J. R. Kelley.	
Buffalo (N. Y.).....	
Cleveland (Ohio).....	R. Parry-Jones, 321, Perry Payne Building. T. A. — Salvasso.
Detroit (Michigan).....	Wm. M. Daly, 389, Howard Street.
Chicago (Illinois).....	Henderson Bros., 176, Jackson Boulevard. T.A. — Anchoria.

## BRITISH POSSESSION.

Bermuda.....	W. T. James & Co, 41, 42 & 43, Front Street, Hamilton. T. A. — Lloyd's.
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## DOMINION OF CANADA.

St. John (New Brunswick)...	Charles McLauchian, 162, Prince William Street.
St. Andrews — William Whitlock.	
Yarmouth (Nova Scotia).....	Robert Sargent Eakins, P. O. Box 144. T. A. Eakins.
Barrington — T. W. Robertson	Digby — H. B. Short.
Westport — E. C. Bowers.	Parsboro, Cumberland — E. Gillespie.
Windsor (Co. of Hants) — J. E. Curren.	Canning — S. Sheffield.
Halifax (Nova Scotia) .....	S. Cunard & Co. T. A. — Cunard.
Antigonish — A. M. Cunningham.	Shelburne — Frank C. Blanchard
Guysborough — B. & J. Jost.	Barrington — Thomas W. Robertson.
Lunenburg — W. N. Zwicker.	Liscomb — Jas. Henlow.
Liverpool — A. W. Hendry.	Isaac's Harbour — S. Sweet & Co
Lockport — L. P. Churchill & Co	Canso — A. N. Whitman & Son.
Pictou (Nova Scotia).....	Primrose Brothers. T. A. — Primrose.

# DOMINION OF CANADA — *continued.*

Pugwash (Nova Scotia).....	Alexander Wilson. T. A. — Wilson.
North Port, Cumberland County — George Brander.	
Arichat (Cape Breton).....	William Reynolds Cutler. T. A. — W. R. Cutler.
Gabarus — Jas. Hardy.	
Sydney (Cape Breton).....	Archibald & Co, North Sydney, C. B. T. A. — Archibald North Sydney.
Louisberg — W. W. Lewis.	
St. Paul's Island — S. C. Campbell.	
Newhaven — M. G. McLeod.	
Port Hood (Cape Breton)....	Duncan Ferguson McLean. T. A. — McLean.
Port Hastings (Port Hawkesbury) (Cape Breton).....	William Henry Paint, Port Hawkesbury. T. A. — Paint Sons Port Hawkesbury.
Charlotte Town (Prince Edward Island).....	Hyndman & Co, 33, Queen Street. T. A. — Hyndman.
Bay Verte (New Brunswick)..	Chas. H. Read, Port Elgin, Westmoreland Co, N. B. T. A. Read, Sackville, N. B.
Miramichi (New Brunswick)..	Ernest Hutchison, Douglastown, Miramichi, N. B. T. A. — Hutchison.
Shippegan — Philip Rive.	
Richibucto — R. Hutchinson.	
Chatham — Robert Murray.	
Bathurst (New Brunswick)...	George Gilbert.
Magdalen Islands.....	William Gasper Leslie, Grindston Island, via Halifax and Pictou.
Quebec .....	Henry Fry & Co T. A. — Fry.
Grand Metis — Wm Seale.	South Point (Anticosti) — A. Nadeau.
Matane — Alexander Fraser.	South West Point (Anticosti) — H. Pope.
St. Anne des Monts — T. J. Lamontagne	West Point (Anticosti) — A. Malouin.
Gaspe — S. A. Veit.	Chicoutini — A. Blair.
Paspebiac — J. C. Le Quesne.	
Heath Point (Anticosti) — Z. Gagné.	

**DOMINION OF CANADA — *continued.***

Montreal.....	Walter R. Wonham & Sons, 24, 25, 26, Great N. W. Telegraph Chambers. <i>T. A. — Wonhams.</i>
Kingston.....	Sydenham Clitheroe McGill, 136, King's Street. <i>T. A. — Sydenham.</i>
Ottawa.....	R. A. Bradley, Room 21, Central Chambers, corner Elgin and Green Streets.
Toronto.....	W. G. A. Lambe, Corner Scott & Front Streets, Toronto, Ontario. <i>T. A. — Lambe.</i>
<i>Hamilton — A. B. Lambe.</i>	
<i>London — A. M. Smart.</i>	
Winnipeg.....	Wm. Rae Allan, P.O. Box 1250. <i>T. A. — Wrallan.</i>
<i>Prince Albert — R. Buckley.</i>	
<i>Port Arthur — Thompson, Sons &amp; Co.</i>	

**NEWFOUNDLAND (British).**

St. John's.....	Bowring Brothers, Lim. <i>T. A. — Bowring.</i>
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**LABRADOR (British).**

Isle aux Bois.....	E. Penney & Sons.
The Labrador coast, N. of the 52° lat.....	Dr. Wilfred T. Grenfell, « Strath- cona » (s), Labrador, <i>via</i> St. John's Newfoundland.
Ungava Bay.....	The Officer to the time being of the Hudson Bay Co.

**HUDSON BAY.**

York Factory.....	The Officer for the time being of the Hudson Bay Co.
Moose Factory.....	The Officer for the time being of the Hudson Bay Co.

**ISLANDS OF ST. PIERRE AND MIQUELON.**

St. Pierre and Miquelon (French).....	Frecker & Co, St. Pierre. <i>T. A. — Frecker.</i>
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# LLOYD'S COMMERCIAL SIGNALLING AND SEMAPHORES.

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The Society of Lloyd's, incorporated by Act of the British Parliament and the Royal Assent of Her late Majesty Queen Victoria, has, with the sanction of Parliament, the control and working of Signal Stations in Great Britain and Ireland and in various places abroad. Many foreign Governments have also recognised the advantage of reports from Signal Stations and Semaphores being universally collected and forwarded on identical conditions. These have arranged that reports from or to their Semaphores can be obtained or forwarded through Lloyd's.

Thus one universal system of receiving and transmitting reports extends over a wide area. The organisation of Signal Stations is made favourable for shipowners and merchants, and the commerce of the world in general. If, for instance, a shipowner, charterer, or consignee, wishes to transmit an order to any vessel at any point where she may appear, one communication to Lloyd's is sufficient to ensure the message being given at any or all of these Stations.

The charges for forwarding information from, or transmitting advices by means of, Signal Stations are moderate. Shipowners, charterers, merchants, or consignees can obtain telegraphic intelligence with regard to any vessel in which they may be interested, or postal advices, if so preferred, or can transmit orders to such vessels by communication with Lloyd's.

Harbour and Dock authorities, Chambers of Commerce, Exchanges and such Institutions that may require a large number of reports, can arrange with Lloyd's for receiving full and regular advices

from Lloyd's Signal Stations on moderate terms. When a number of reports are taken, a substantial reduction is made in the fees.

Shipowners or others who wish to be supplied with reports of vessels from any Signal Stations are requested to communicate with the Secretary of Lloyd's, London, E. C.

The following is a list of Signal Stations from which reports can be obtained or through which orders for vessels can be transmitted:—

## UNITED KINGDOM.

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SOUTHEND (A).

DEAL (Temporarily suspended) (A).

\*† DOVER (L).

SANDGATE (A).

DUNGESS (A).

BEACHY HEAD (A).

\*† NOMAN'S FORT (SPITHEAD) (S).

ST. CATHERINE'S POINT (I. W.) (L).

NEEDLES (I. W.) (A).

PORTLAND BILL (L).

BRIXHAM (FOR TORBAY) (Temporarily suspended) (A).

\*† PRAWLE POINT, (L)

\*† THE LIZARD (L).

PENZANCE (S).

SCILLY ISLANDS (L).  
LUNDY ISLAND (L).  
± BARRY ISLAND (A).  
MUMBLES LIGHTHOUSE. Orders can also be delivered from the  
Mumbles Pier (S).  
ST. ANNE'S HEAD (MILFORD HAVEN) (A).  
ROCHE'S POINT. (L).  
\*† OLD HEAD OF KINSALE (L).  
\*† FASTNET (Wireless Telegraphy—Marconi System) (S).  
\*† BROW HEAD (Wireless Telegraphy—Marconi System) (L).  
TORY ISLAND (L).  
\*† INISHTRAHULL (Wireless Telegraphy—Marconi System) (L).  
MALIN HEAD (Wireless Telegraphy—Marconi System) (L).  
RATHLIN ISLAND (Temporarily suspended) (L).  
TORR HEAD (A).  
KILDONAN (MOUTH OF THE CLYDE) (L).  
LAMLASH (Temporarily suspended) (A).  
BUTT OF LEWIS (HEBRIDES) (L).  
DUNNET HEAD (PENTLAND FIRTH) (L).  
PETERHEAD (Temporarily suspended) (A).  
ST. ABB'S HEAD (L).  
(s) TYNEMOUTH (L).  
RIVER TEES (SOUTH GARE BREAKWATER) (Temporarily sus-  
pended) (S).  
FLAMBOROUGH HEAD (A).  
SPURN HEAD (L).  
ALDEBURGH (A).

± This Station has also been connected by telephone with the Telephone  
Exchanges at Cardiff. Subscribers to the Telephone Exchanges in Barry  
and Cardiff can obtain telephonic reports without cost, excepting the  
ordinary fee for reporting.

(s) This Station is connected by telephone with the Post Office Telephone  
Exchange at North Shields.

(L) Stations belonging to Lloyd's.

(A) Stations belonging to the Lords Commissioners of the Admiralty,  
but signalling is conducted at them on behalf of Lloyd's.

(S) At these Stations special arrangements have been made for signal-  
ling being conducted for Lloyd's.

\* At these Stations arrangements have been made for night-watch to  
be kept in order to take in pyrotechnic night signals made by passing  
vessels whose owners have such private night signals registered by the  
Board of Trade. The signal to intimate that a vessel's pyrotechnic night  
signal has been seen and recognised is a red flare light of 30 seconds  
duration.

† At these Stations arrangements have also been made to take in, in  
addition to the above pyrotechnic night signals, any messages made at  
night by means of a flashing lamp in accordance with the Morse code.  
Messages may be transmitted from these Stations to vessels by flashing  
lamp in the same manner. The signal to call the attention of a vessel or  
Signal Station at night is a series of continuous short flashes made by a  
flashing lamp. The signal to intimate that signals have been seen and  
recognised is a series of long and short flashes repeated as often as may  
be necessary. If the signal shown by the vessel has not been understood,  
the lamp is kept dark until the vessel repeats her signals.

## ABROAD.

### EUROPE (West Coast) Hdn.

FAERDER.

OXO.

VINGA (GOTHENBURG) (This Station is the property of, and is managed  
by, the Government of His Majesty the King of Sweden).

HELSINGBORG.

# EUROPE (West Coast) Cont.

KRASNAJA GORKA (GULF OF FINLAND).

FORNAES HAMMERSHUUS HANTSHOLM HIRTSHALS SKAGEN	}	These Stations are the property of the Government of His Majesty the King of Denmark.
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ELSINORE (J. Theodore Lund, Reporter).

HELGOLAND (Lloyd's).

HOLTENAU (BALTIC ENTRANCE TO KAISER WILHELM CANAL). Messrs.

Sartori & Berger, Ship Agents and Reporters.

BRUNSBUTTELKOOGE (ELBE ENTRANCE TO KAISER WILHELM CANAL).

Messrs. Sartori & Berger, Ship Agents and Reporters.

CUXHAVEN (Government Station).

ROTHESAND HOHEWEG	}	WESER (Government Stations).
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HOEK VAN HOLLAND (ENTRANCE TO WATERWAY TO ROTTERDAM).

G. Dirkzwager, Ship Agent and Reporter.

FLUSHING (Lloyd's).

ZEEBRUGGE (BRUGES PORT DE MER) (Lloyd's).

GRISNEZ USHANT CREACH	}	These Stations are the property of the Government of the French Republic.
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CAPE FINISTERRE	}	This Station is the property of the Government of His Majesty the King of Spain.
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PENICHE (CAPE CARVOEIRO) OITAVOS SAGRES (CAPE ST. VINCENT)	}	These three Stations are the property of the Government of His Majesty the King of Portugal.
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TARIFA. This Station is the property of the Government of His Majesty the King of Spain.

# MEDITERRANEAN & BLACK SEA.

\* † GIBRALTAR (Admiralty Signal Station, Windmill Hill).

POMÉGUES (MARSEILLES) CAPE CORSE (CORSICA) CAPE PERTUSATO (CORSICA)	}	These Stations are the property of the Government of the French Republic.
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CAPO TESTA (STRAITS OF BONIFACIO) CAPO D'ARMI (STRAITS OF MESSINA) FORTE SPURIA (STRAITS OF MESSINA) PANTELLARIA I.	}	These Stations are the property of the Government of His Majesty the King of Italy.
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MALTA.

CAPE BON (TUNIS)	}	This Station is the property of the Government of the French Republic.
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ZEALAND (GREECE) (The Zea Coaling Company, Reporters).

DARDANELLES (Lloyd's).

KERTCH (Temporarily suspended) (Lloyd's).

KOM-EL-NADURA MEX	}	ALEXANDRIA.
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PORT SAID (Wireless Telegraphy — Marconi System.) (Lloyd's).

SUEZ (PORT TEWFIK) (Wireless Telegraphy — Marconi System) (Lloyd's).

# AFRICA (West Coast),

CAPE SPARTEL (Lloyd's).

PONTA FERRARIA PONTA DO ARNEL	}	ST. MICHAEL'S.
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CAPELLINHOS POINT (FAYAL).

TENERIFFE.

LAS PALMAS (GRAND CANARY).

ASCENSION.

ST. HELENA (LADDER HILL).



# CAPE COLONY.

CAPE POINT  
CAPE L'AGULHAS  
CAPE ST. FRANCIS  
CAPE RECIFE  
CAPE HERMES

## AFRICA (East Coast).

BLUFF (PORT NATAL).  
FORT SAN SEBASTIAN (MOZAMBIQUE).  
FLAT ISLAND  
BUTTE AUX SABLES  
BUTTE AUX PAPAYES  
PORT LOUIS MOUNTAIN

MAURITIUS.

## RED SEA & INDIAN OCEAN.

PORT SAID (Wireless Telegraphy — Marconi system). (Lloyd's).  
SUEZ (PORT TEWFIK) (Wireless telegraphy — Marconi system). (Lloyd's).

\*PERIM (Lloyd's).

ADEN.

JASK

HENJAM

RESHIRE (BUSHIRE)

PERSIAN  
GULF

These Stations can signal messages or orders by means of the flags of the International Code of Signals and are controlled by the Indo-European Telegraph Department.

FALSE POINT (BAY OF BENGAL).

SAUGOR ISLAND

MUD POINT

DIAMONT HARBOUR

HOOGHLY POINT

ACHIPUR

BUDGE BUDGE

AMHERST

DIAMOND ISLAND

ELEPHANT POINT

RIVER  
HOOGHLY

BURMAH

These Coast Telegraph Offices can signal messages or orders by means of the flags of the International Code of Signals, and are the property of the Indian Telegraph Department.

## RED SEA & INDIAN OCEAN (Cont.)

SANDHEADS (RIVER HOOGHLY). Lloyd's Agents at Calcutta have facilities for delivering orders.

\*POINT DE GALLES (Lloyd's).

\*SABANG BAY, PULO WEH (N. SUMATRA).

PENANG

MALACCA

MOUNT FABER

FORT CANNING

SINGAPORE

These Stations are the property of, and are controlled by, the Colonial Government of the Straits Settlements.

ANJER (SUNDA STRAITS) Messrs. Sem & Co, Ship Agents and Reporters.

## AUSTRALASIA.

\*ROTTNEST ISLAND

(WESTERN AUSTRALIA).

This Station in the pilot Signal Station for the Port of Fremantle, and is controlled by the Fremantle Harbour Trust. (Day and Night Station).

\*BREAKSEA ISLAND

\*CAPE LEEUWIN

\*CAPE NATURALISTE

\*POINT MOORE

These Stations are the property of the Government of West Australia, and are controlled by the Harbour and Light Department (They are Day and Night Stations).

CAPE BORDA

CAPE WILLOUGHBY

CAPE JERVIS

CAPE NORTHUMBERLAND

CAPE NELSON

CAPE OTWAY

POINT LONSDALE

CAPE SCHANCK

WILSON'S PROMONTORY

GABO ISLAND

QUEENSCLIFF

These Stations are the property of the Government, and are controlled by the Marine Board of South Australia.

These Stations are the property of the Government of Victoria, Australia.

# AUSTRALASIA (Cont.).

TABLE CAPE	}	These Stations are the property of the Government of Tasmania.	
MERSEY BLUFF			
LOW HEAD			
EDDYSTONE POINT	}	These Stations are the property of the Government of Tasmania.	
CAPE SORELL			
CAPE WICKHAM			} KING ISLAND
CURRY HARBOUR			
BRUNI			
KENT GROUP			
GOODE ISLAND (TORRES STRAITS)	(This Station is the property of the Government of Australia.		
CAPE MARIA VAN DIEMEN	}	NEW ZEALAND.	
FAREWELL SPIT			
NUGGET POINT			
BLUFF HARBOUR	(This Station is the property of and is controlled by the Bluff Harbour Board).		
NORFOLK ISLAND (Lloyd's).			

# SOUTH AMERICA.

POINT CURAUMILLA (VALPARAISO)	}	These Stations are the property of the Government of the Republic of Chile.
POINT TUMBES (TALCAHUANO)		
CAPE DUNGENESS (STRAITS OF MAGELLAN)		
CAPE SAN ANTONIO	}	These Stations are the property of the Government of the Argentine Republic.
MOGOTES POINT		
PENGUIN ISLAND		
CAPE VERGENES		
(STRAITS OF MAGELLAN)		
FERNANDO NORONHA (BRAZIL).		

# WEST INDIES & BERMUDA.

CUBA (MORRO CASTLE, HAVANA)	}	This Station is the property of the Military Government of the Island of Cuba.
MONK'S HILL		
GOAT HILL	} ANTIGUA	These Stations are the property of the Colonial Government of Antigua.
RAT ISLAND		
TURK'S ISLAND (Lloyd's).		
BERMUDA (Gibb's Hill).		

# ST. LAWRENCE.

The following Signal Stations are maintained by the Government of Canada. Orders forwarded to Lloyd's can be transmitted to vessels by means of these Signal Stations on the same conditions as through Lloyd's Signal Stations. Vessels signalling to these Signal Stations will be reported to Lloyd's in the same manner as if they signalled from Lloyd's Signal Stations :

BELLE ISLE (LABRADOR).	
CAPE RACE (NEWFOUNDLAND).	
CAPE RAY (NEWFOUNDLAND).	
ST. PAUL'S ISLAND	} CAPE BRETON.
CAPE ST. LAWRENCE	
HEATH POINT	} ANTICOSTI.
SOUTH POINT	
SOUTH-WEST POINT	
WEST POINT	
CAPE ROSIER	} CANADA.
FAME POINT	
CAPE MAGDALEN	
AMHERST ISLAND (MAGDALEN ISLANDS).	

\* At these Stations arrangements have been made to take pyrotechnic night signals.

† At these Stations arrangements have also been made to take in, in

addition to the above pyrotechnic night signals, any messages made at night by means of a flashing lamp in accordance with the Morse code. Messages may be transmitted from these Stations to vessels by flashing lamp in the same manner. The signal to call the attention of a vessel or Signal Station at night is a series of continuous short flashes made by a flashing lamp. The signal to intimate that signals have been seen and recognised is a series of long and short flashes repeated as often as may be necessary. If the signal shown by the vessel has not been understood, the lamp is kept dark until the vessel repeats her signals. Steamers wishing to signal at night to Gibraltar by means of the Morse code are reminded that the vessel must be sufficiently near the Station to enable the Morse signals to be read correctly.

An arrangement has been concluded with the Marconi Wireless Telegraph and International Marine Communication Companies, by which all maritime intelligence received by Wireless Telegraphy at any Station worked by either of these Companies, including Poldhu and similar Stations primarily used for shore-to-shore or overland telegraphy, shall forthwith be communicated to Lloyd's. Masters of vessels equipped with this apparatus are accordingly requested to forward to the nearest Wireless Telegraph Station any maritime intelligence—*e.g.*, wrecks, speakings, derelicts, casualties, vessels in distress, &c., with a view to its being forthwith communicated to Lloyd's. No charge for sea transmission will be made against vessels for such messages. Therefore Masters of vessels are requested to communicate such intelligence as freely as possible.

The following Stations in the United Kingdom are fitted with the Marconi Wireless Telegraphic apparatus :

NORTH FORELAND.  
FASTNET ROCK.  
NITON.  
BROW HEAD.

LIZARD.  
MALIN HEAD,  
ROSSLARE.  
INISHTRAHULL.

Lloyd's Stations at Pord Said and Port Tewfik are also equipped.

*Vessels in distress have the right to communicate by means of Wireless Telegraphy with any Lloyd's Station or with any Station worked by the Marconi Companies, irrespective of the wireless system with which the vessels may be equipped.*

Lloyd's is exclusively entitled to the benefits and profits of all maritime signalling worked by the Marconi system in all countries, with a few special exceptions.

#### STATIONS CLOSED.

Two Black Balls hoisted horizontally at the head of the Signal Staff indicates that the Signal Station is temporarily *closed*, and that no communication can be held.

#### TELEGRAPHIC COMMUNICATION INTERRUPTED.

Three Black Balls hoisted as a triangle at the head of the Signal Staff indicates that telegraphic communication is *interrupted*, and that messages cannot be forwarded by telegraph, but will be forwarded by other means as soon as possible.

To denote telegraphic interruption at night time, the Signal Station at the Old Head of Kinsale will show Three Green Lamps arranged in the form of a triangle with apex upwards; and to call attention to this signal a Roman Candle will be burnt if the vessel can be recognised.

## GALES.

The Meteorological Office sends to the Signal Stations at St. Catherine's Point, Noman's Fort, Prawle Point, the Lizard, Lundy Island, Flamborough Head, St. Abb's Head, Dunnet Head, Malin Head, Brow Head, and Old Head of Kinsale telegrams announcing atmospheric disturbances near the Coasts of British Islands. The fact that one of these notices has been received at any Station is made known by hoisting a Cone three feet high and three feet wide at base, which appears as a triangle when hoisted. The cone is kept hoisted until

dusk, and then lowered, but is hoisted again at daylight next morning.

SOUTHERLY GALE. — The SOUTH CONE (*point downwards*) is hoisted for Gales and Strong Winds from S.E., veering to S.W., W. or N.W.; from S.W., veering to W. or N.W.; from W., veering to N.W.; and also from E., veering to S. or S.W.

NORTHERLY GALE. — The NORTH CONE (*point upwards*) is hoisted for Gales and Strong Winds from S.E., E or N.E. backing to N.; from N.W., veering to N., N.E. or E.; from N., veering to N.E. or E.; from N.E., veering to E.

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# LISTE DES AGENTS DE L'UNION DES ASSUREURS DE HAMBOURG --- AGENTENLISTE DES VEREIN HAMBURGER ASSECURADEURE

Aalesund.....	C. E. Rönneberg & Söhne.	Antwerpen.....	Wilh. Bertrand, 45, rue de l'Empereur.
Aarhus.....	Carl v. d. Hude. — <i>T. A.</i> Hude.		— <i>T. A.</i> Wilbertran.
Åbo.....	Konsul Trapanus Seth. — <i>T. A.</i> Seth.	Aquin.....	
Adelaide.....	H. Muecke & C <sup>o</sup> . — <i>T. A.</i> Muecke.	Arendal.....	Konsul Christian Eyde. — <i>T. A.</i> Christian
Aden.....	S. Schmuck. — <i>T. A.</i> Nordlloyd.	Arensburg auf Oesel..	Kapt. J. Prinz (Direktor der Seemanns-
Akkra (Goldküste)...	Deutsch - Westafrik. Handelsgesellschaft		schule). — <i>T. A.</i> Prinz.
	(nur für Schäden an Gütern).	Arrecife (Lanzarote)..	Morales y Diaz. — <i>T. A.</i> Morales Arrecife.
Akyab.....	siehe Rangoon.	Astoria (Or.).....	P.-L. Cherry. — <i>T. A.</i> Cherry.
Alexandria (Egypten).	E. E. Maggiar & fils. — <i>T. A.</i> Maggiar.	Asunción.....	Cristian G. Heisecke. — <i>T. A.</i> Heisecke.
Algier.....	Richard Heckmann, 1, rue Colbert.	Athen.....	siehe Piraeus.
	— <i>T. A.</i> Heckmann.	Auckland (N.-Z.)....	Henderson & Macfarlane. — <i>T. A.</i> Circular.
Alicante.....	Carey & C <sup>o</sup> .	Aux Cayes.....	Roberts, Dutton & C <sup>o</sup> . — <i>T. A.</i> Robton.
Ameland (Insel)....	siehe Amsterdam.	Aveiro.....	siehe Oporto.
Amoy.....	Pasedag & C <sup>o</sup> .		
Amrum.....	siehe Wyk.	Bagdad.....	Berk, Püttmann & C <sup>o</sup> . — <i>T. A.</i> Berkco.
Amsterdam.....	Duinker & Goedkoop. — <i>T. A.</i> Duinker.	Bahia.....	Domschke & C <sup>o</sup> . — <i>T. A.</i> Domsco.
Ancona.....	Virgilio Gius. Marchetti.	Bahrein.....	Robert Wönckhaus & C <sup>o</sup> . — <i>T. A.</i> Wönck-
	— <i>T. A.</i> Virgilio Marchetti.		haus Bushire.
Anecho.....	Deutsch-Westafrik. Handelsgesellschaft	Baltimore.....	Cunningham, Coale & C <sup>o</sup> , 27, South Street.
	(nur für Schäden an Gütern).		— <i>T. A.</i> Cunningham.
Antofagasta.....	Lahn & C <sup>o</sup> . — <i>T. A.</i> Lahn.		

*T. A.* = Telegramm-Address.





Cape Coast Castle (Gold-Deutsch-Westafrik. Handelsgesellschaft  
küste)..... (nur für Schäden an Gütern).  
Capstadt..... W<sup>m</sup> Spilhaus & C<sup>o</sup>, P. O. Box 113.  
— T. A. Spilhaus  
Caracas..... siehe La Guaira.  
Carahue (Chile)..... Enrique Valck & C<sup>o</sup>.  
Carlskrona..... Palander & C<sup>o</sup>. — T. A. Palanders.  
Carolinensiel..... O.-J. Fimmen Söhne. — T. A. Fimmen.  
Cartagena (Columbien) Robert Gläser. — T. A. Gläser.  
Cartagena (Spanien).. W. Ehlers Hermanos & C<sup>o</sup>, S. e. C.  
— T. A. Ehlers.  
Casablanca (Marocco). H. Ficke & C<sup>o</sup>. — T. A. Eckif Tanger.  
Catania..... siehe Messina.  
Cette..... Jean Comolet. — T. A. Comolet.  
Champerico..... Subagentur unter Guatemala.  
Charleston S. C..... O.E. Johnson, c/o Ravenel, Johnson & Ro-  
bertson, 12 Broad Street.  
— T. A. Ojohnson.  
Chemulpo (Korea).... E. Meyer & C<sup>o</sup>.  
Cherbourg..... Armand Postel.  
Chios u. Tschesmé.... François D. Brazzafolli.  
Christiania..... Carl Hansen, Toldbodgaden, 8.  
— T. A. Chansen.  
Christianssand S.... Gunnar E. Due. — T. A. Due.  
Christianssund N.... Karl Bang. — T. A. Bang.  
Cienfuegos.....  
Ciudad Bolivar..... G. Barnewitz. — T. A. Barnewitz.  
Civitá Vecchia..... siehe Livorno.  
Colima..... Arn<sup>o</sup> Vogel y C<sup>a</sup>. — T. A. Vogel.  
Colombo..... Schulze Brothers & C<sup>o</sup>. — T. A. Schulze.  
Colon..... J.-L. Salas. — T. A. Fénix.  
Concepcion..... Köster & Wyneken.  
— T. A. Köster, Talcahuano.

Constantinopel..... Albert Misrachi. — T. A. Labor.  
Copenhagen..... Theo. Koch & C<sup>o</sup>. — T. A. Theokoch.  
Coruña..... Pablo Meyer & C<sup>o</sup>.  
Costa-Rica.....  
Cronstadt..... Hans Smith. — T. A. Smith.  
Curaçao..... Edwards, Henriquez & C<sup>o</sup>.  
— T. A. Edwards.  
Cuxhaven..... Geo. Starke. — T. A. Starke.  
Daitotai (früher, Tam- Tait & C<sup>o</sup>. — T. A. Telegr. nach Taipeh.  
sui, Formosa).....  
Danzig..... Ingenieur Emil Striepling.  
Delagoabay..... siehe Lourenço Marques.  
Dieppe.....  
Dorum..... E.-F. Adickes.  
Drammen..... siehe Christiania.  
Drontheim..... Albrigt Knoff. — T. A. Knoff.  
Duala (Kamerun).... Gesellschaft Nordwest-Kamerun (nur für  
Schäden an Gütern).  
Dünkirchen..... L. Herbart & fils. — T. A. Herbart.  
Durban..... G. Monhaupt & C<sup>o</sup>, P. O. Box 26.  
— T. A. Monhaupt.  
East London..... Heinrich Knorr.  
Elbing..... siehe Königsberg.  
Emden..... siehe Papenburg.  
Eupatoria..... Martin Werberg. — T. A. Werberg.  
Falklands Inseln.... siehe Port Stanley.  
Fanö..... siehe Wyk.

Farsund..... siehe Christianssand S.  
 Fayal (Azoren)..... siehe Horta.  
 Fehmarn (Insel)..... siehe Burg.  
 Figueira..... siehe Oporto.  
 Fiume.....  
 Flekkefjord..... siehe Christianssand S.  
 Flensburg..... H. W. Christophersen. — *T. A. Christopher.*  
 Föhr..... siehe Wyk.  
 Formosa..... siehe Daitotai.  
 Frederikshavn..... P.-J. Kall. — *T. A. Kall.*  
 Fredrikshamn.....  
 (Finnland)  
 Fremantle..... Strelitz Bros. Mouatt Street, 46, 48, 50.  
 — *T. A. Strelitz.*  
 Friedrichstadt..... siehe Tönning.  
 Funchal..... siehe Madeira.

Galatz..... Ed. Fanciotti. — *T. A. Fanciotti.*  
 Galveston..... P. G. Pauls. — *T. A. Pauls.*  
 Genua..... Leopold Fratelli. — *T. A. Leopold.*  
 Gibraltar..... John Carrara & Sons. — *T. A. Carrara.*  
 Glasgow..... R. Mac Tear & Co, Royal Exchange  
 Sale Rooms (nur für Schäden an  
 Gütern).  
 Gothenburg.....  
 Gothland (Insel)..... siehe Ronehamn.  
 Granada (Nicaragua).....  
 Grand Popo (französ.  
 Dahomey)..... Deutsch-Westafrik. Handelsgesellschaft  
 (nur für Schäden an Gütern).  
 Greifswald..... siehe Stralsund.  
 Grimstad..... siehe Christianssand S.

Guatemala..... Federico Köper & Co. — *T. A. Köper.*  
 Guayaquil..... Krüger & Co. — *T. A. Krüger.*  
 Guaymas..... J. R. Möller. — *T. A. Möllersen.*  
 Halifax N. S..... C.-A. Creighton.  
 Hangö..... Karl Boström. — *T. A. Boström.* Inhaber  
 Bankdirector Gösta Theslöf.  
 Havana..... Aquilino Ordoñez, 76 & 78, Cuba Street  
 P. O. Box 199. — *T. A. Ordonez.*  
 Havre..... Th. Grémont, 109, boulevard de Strasbourg.  
 — *T. A. Grémont assureur.*  
 Heiligenhafen..... siehe Burg.  
 Helgoland..... Claus Siemens. — *T. A. Claus Siemens.*  
 Helsingborg..... siehe Helsingör.  
 Helsingfors..... Ludvig Hjelt. — *T. A. Hjelt.*  
 Helsingör..... Sophus Rasmussen. — *T. A. Rasmussen.*  
 Hiogo (Kobe)..... siehe Kobe.  
 Hjöring..... Konsul Jörgen H. Nielsen.  
 Hobarttown..... C. Piesse & Co.  
 (Tasmanien)  
 Holtenau..... siehe Kiel.  
 Honda..... siehe Bogotá.  
 Hongkong..... Siemssen & Co. — *T. A. Siemssen.*  
 Horta (Fayal)..... Silveira, Edwards & Co. — *T. A. Relva.*  
 Hull..... W. Brown Atkinson & Co Ltd., 15, Parlia-  
 ment Street (nur für Schäden an  
 Gütern).  
 Husum..... siehe Tönning.  
 Ibo..... W<sup>m</sup> Philippi & Co. — *T. A. Philippi.*  
 Iquique..... A. & O. Groothoff. — *T. A. Groothoff.*



Malmö..... Dir. Ernst Lindahl. — *T. A.* Öresund.  
 Malta..... O. F. Golcher & Sons.  
 Manáos..... Bernardo Bockris & C<sup>o</sup>. — *T. A.* Bockris.  
 (Alto Amazonas)  
 Mandal..... siehe Christianssand.  
 Manila..... Struckmann & C<sup>o</sup>. — *T. A.* Struckmann.  
 Mannheim..... J. Kerschgens, Luisenring, 43.  
 — *T. A.* Kerschgens.  
 Manö..... siehe Wyk.  
 Manzanillo..... siehe Colima.  
 Maracaibo..... Eduard von Jess.  
 Marseille..... H.-W. Lange & Roux, rue Paradis, 1.  
 — *T. A.* Lange Paradis.  
 Martinique..... E. Reynoird, Fort-de-France.  
 Mauritius..... Scott & C<sup>o</sup>. — *T. A.* Scott.  
 Mayaguez..... G. Menefeld, Subagent von Müllenhoff  
 & Körber, San Juan.  
 Mazagan..... John B. Ansado.  
 Mazatlan..... Melchers Sucesores. — *T. A.* Melchers.  
 Medellín..... William Gordon. — *T. A.* Gordon.  
 Mejillones..... C. E. Heubel.  
 Melbourne..... W. & J. Lempriere. — *T. A.* Lemprie.  
 Memel... .. W. Bendowsky. — *T. A.* Graffs Nachfolger.  
 Merida (Mexico).... J. Crasemann, Sucers. S. en C.  
 — *T. A.* Crasemann.  
 Mersina (Kl. Asien)... Max Brazzafolli.  
 Messina..... Konsul Eduard Jacob. — *T. A.* Jacob.  
 Mogador..... Weiss & Maur.  
 — *T. A.* Germanicus, Tanger.  
 Moji..... siehe Nagasaki.  
 Montevideo.....  
 Montreal..... Munderloh & C<sup>o</sup>. — *T. A.* Munderloh.  
 Moskau.....

Mossamedes (Angola).. G. Schöss, Casa Alemã. — *T. A.* Schoss.  
 Moulmein..... siehe Rangoon.  
 Mozambique..... W<sup>m</sup> Philippi & C<sup>o</sup>. — *T. A.* Philippi.  
 Münster i/W..... Dir. J. Edw. Möller.  
 — *T. A.* Director Möller.  
 Nagasaki..... C.-E. Boeddinghaus. — *T. A.* Ernest.  
 Nantes..... G. Roy, 10, rue Jean-Jacques-Rousseau.  
 — *T. A.* Roy dispacheur.  
 Narvik..... A.-F. Andersen. — *T. A.* Andersen.  
 Nassau, New Providen- Lewis Taylor. — *T. A.* Taylor.  
 ce (Bahama-Inseln).  
 Neapel..... Kellner & Lampe. — *T. A.* Kellner.  
 Newcastle (N.-S.-W.). James & Alex. Brown. — *T. A.* Duckenfeld.  
 Newchwang..... Julius Jaspersen.  
 New-Orleans..... C. Wernicke, P. O. Box 1277 (unter  
 Wernicke & C<sup>o</sup>). — *T. A.* Wernicke.  
 Newport-News..... siehe Norfolk.  
 New-York..... Hagedorn & C<sup>o</sup>, 6, Hanover Street.  
 — *T. A.* Hagedorn.  
 Nicaragua (Ostküste).. ..  
 Nicolajewsk..... Kunst & Albers. — *T. A.* Albers.  
 Norfolk Va..... W<sup>m</sup> Lauder. — *T. A.* Lauder.  
 Nyborg..... R. Oberbech-Clausen.  
 — *T. A.* Oberbechclausen.  
 Ocos..... Subagentur unter Guatemala.  
 Odessa..... W.-F. Troester & C<sup>o</sup>, Troitzkaja N<sup>o</sup> 16 a.  
 — *T. A.* Troester.  
 Oesel (Insel)..... siehe Arensburg.  
 Oeland..... siehe Kalmar.  
 Old Calaba (Southern Deutsch - Westafrik. Handelsgesellschaft  
 Nigeria)..... (nur für Schäden an Gütern).





Rostock..... C.-H. Brockelmann.—*T. A.* Brockelmann.  
 Rotterdam..... Wambersie & Sohn.—*T. A.* Wambersie.  
 Rouen..... Ch. Deschamps, 5, rue Jeanne-d'Arc.  
                                   — *T. A.* Deschamps, 5 Jeannedarc.  
 Royan.....  
 Rügen..... siehe Stralsund.  
 Saffi..... Weiss & Maur.—*T. A.* Sirocco, Tanger.  
 Saigon..... Speidel & Co.—*T. A.* Gosport.  
 Saloniki..... Jenny & Vock.—*T. A.* Jenny Vock.  
 Saltpond (Goldküste).. siehe Cape Coast Castle.  
 Samarang..... Schnitzler & Co.—*T. A.* Prevalade.  
 San Blas..... siehe Tepic.  
 San Domingo.....  
 San Francisco..... Hellmann Brothers & Co.  
                                   — *T. A.* Hellmann.  
 San Juan (Pto-Rico)... Müllenhoff & Körber.—*T. A.* Körber.  
 San Lucar..... siehe Cadiz.  
 San Salvador..... G.-A. Sauerbrey.  
 San Sebastian..... M. Ochoa de Zabalegui, Subagent von  
                                   Carlos Hoppe & Co, Santander.  
                                   — *T. A.* Ochoa.  
 San Thomé.....  
 Santa-Cruz de Tenerife Hardisson frères.  
                                   — *T. A.* Hardissons Ténériffe.  
 Santo Domingo..... Lazar Pardo.—*T. A.* Pardo.  
 São Paulo..... Hoffmann & Co.  
 St. Johns (Neufundland) Robert Prowse & Sons.—*A. T.* Prowse.  
 St Martin (Ile de Ré).. P. Plaideau.—*T. A.* Plaideau, St Mar-  
                                   tin de Ré.  
 St. Michaels.. siehe Ponta Delgada.  
 St. Nazaire..... siehe Nantes.  
 St. Petersburg..... H. Schierenberg, W. O., 9 Linie No 44.  
                                   — *T. A.* Schierenberg.

St. Thomas..... Bröndsted & Co.—*T. A.* Bröndsted.  
 St. Vincent..... Millers & Corys L<sup>d</sup>. — *T. A.* Orlop.  
 (Cap Verdische Inseln)  
 Santander..... Carlos Hoppe y Cia.—*T. A.* Hoppe.  
 Santos..... Schmidt & Trost.—*T. A.* Trost.  
 Savannah Ga..... A.-L. Farie.  
 Seattle (Wash.)..... Frank G. Taylor.  
 Sevilla..... Dunipe & Co.—*T. A.* Dunipe.  
 Shanghai..... Siemssen & Co.—*T. A.* Siemssen.  
 Shimonoseki..... siehe Nagasaki.  
 Singapore..... Behn, Meyer & Co L<sup>d</sup>. — *T. A.* Behn.  
 Smyrna..... Paul Milberg — *T. A.* Milberg.  
 Soerabaya..... Schnitzler & Co.—*T. A.* Prevalade.  
 Stavanger..... Ths. S. Falck.—*T. A.* Falck.  
 Stettin..... Director L. Nicolai.  
                                   — *T. A.* Director Nicolai.  
 Stockholm..... Alb. Glosemeyer.—*T. A.* Glosemeyer.  
 Stolpmünde..... siehe Stettin.  
 Stralsund..... R. Mintzlaff.—*T. A.* Mintzlaff Expert.  
 Suez..... Geo. Meinecke.—*T. A.* Meinecke.  
 Sulina..... Ed. Fanciotti.  
 Svaneke a/Bornholm.. P. Petersen.—*T. A.* Petersen.  
 Swakopmund..... Agentur der Woermann Linie.  
 Swinemünde..... siehe Stettin.  
 Sydney..... Rabone, Feez & Co — *T. A.* Rabones.  
 Sylt..... siehe Wyk.  
 Syra..... siehe Piräus.  
 Tacoma (Wash.)..... } Frank G. Taylor.—*T. A.* Taylor.  
                                   } c/o Burns & Atkinson, Seattle.  
                                   — *T. A.* Taylor, Seattle.  
 Talcahuano..... Köster & Wyneken.—*T. A.* Köster.  
 Tampico.....



# LISTE

## DES AGENTS DE L'UNION DES C<sup>IES</sup> D'ASSURANCES MARITIMES DE BRÈME

### VERZEICHNISS

## DER AGENTEN DES VEREINS BREMER SEE-VERSICHERUNGS GESELLSCHAFTEN

Aalborg.....	Chr. Thomsen, in Firma P. K. Hansen.— <i>T. A.</i> Maegler Hansen	Ancona.....	Edgardo Soliani.— <i>T. A.</i> Soliani.
Åbo.....	Trapanus Seth. — <i>T. A.</i> Seth.	Annam.....	<i>S.</i> Saigon.
Acajutla.....	<i>S.</i> Guatemala.	Antwerpen, 43, rue de l'Empe- reur.....	Wilh. Bertrand. — <i>T. A.</i> Wilber- tran.
Accra (Goldküste).....	German - Westafrican Trading C <sup>o</sup> , Ltd.	Antofagasta (Chile).....	Lihn & C <sup>o</sup> , auch für Caleta Colo- so & Mejilones. — <i>T. A.</i> Lihn.
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Santos.....	Schmidt & Trost. — <i>T. A.</i> Trost.
Savannilla.....	S. Barranquilla.
Savannah (Ga.).....	A.-L. Farie. — <i>T. A.</i> Farie.
Scilly-Inseln.....	Fras. Banfield & Sons.
Seattle.....	S. Tacoma.
Setubal (St-Ubes).....	Torlades & Co.
Sevilla.....	Dunipe & Co. — <i>T. A.</i> Dunipe.
Shanghai.....	Melchers & Co. — <i>T. A.</i> Melchers.
Shetlands-Inseln.....	S. London.
Siam.....	S. Bangkok.
Sicilien.....	S. Catania, Messina u. Palermo.
Singapore.....	Rautenberg, Schmidt & Co. — <i>T. A.</i> Rautenberg.
Smyrna.....	Paul Milberg. — <i>T. A.</i> Milberg.
Southampton.....	S. Portsmouth.
Spiekeroog.....	S. Carolinensiel.
Stavanger.....	Sigval Bergesen. — <i>T. A.</i> Sigval.
Stettin.....	Fr. Pitzschky & Co. — <i>T. A.</i> Pitzschky.
Stockholm (Gefle u. Norrköping Distrikt).....	Heinr. Schipmann. — <i>T. A.</i> Schipmann.
Stralsund.....	R. Mintzlaff. — <i>T. A.</i> Mintzlaff.
Strassburg, Elsass.....	J. Rummel.
Suez.....	Geo. Meinecke. — <i>T. A.</i> Meinecke.
Sulina.....	.....
Svaneke (Bornholm).....	P. Petersen. — <i>T. A.</i> Petersen.
Swakopmund.....	Boysen, Wulff & Co.
Swansea.....	S. Cardiff.
Swatow.....	Lauts & Haesloop. — <i>T. A.</i> Haesloop.
Swinemünde.....	S. Stettin.
Sydney.....	Rabone, Feez & Co. — <i>T. A.</i> Rabones.

Tacoma (Wash.).....	Frank G. Taylor. — <i>T. A.</i> Taylor.
Taiwanfoo.....	.....
Takow.....	.....
Talcahuano.....	Köster & Wyneken. — <i>T. A.</i> Köster.
Tampico.....	Federico Stüssy Sucesores. — <i>T. A.</i> Stussy.
Tanger.....	A. Renschhausen & Co. — <i>T. A.</i> Renschhausen.
Tapachula.....	Henkel & Co. — <i>T. A.</i> Henkel.
Terschelling.....	Bürgermeister und Notar F. de Wit.
Tetschen a Elbe.....	W. Reinhart. — <i>T. A.</i> Reinhart.
Texel.....	H. Flens.
Thisted.....	Axel Dolleris.
Tientsin.....	H.-M. Schultz & Co. — <i>T. A.</i> Diers.
Tomé (Chile).....	Köster & Wyneken.
Tönning.....	Carl Magn. Lexow. — <i>T. A.</i> Lexow.
Tönsberg.....	Jac. O. Lyngaas & Co. — <i>T. A.</i> Lyngaas.
Townsville (Queensland, Austra- lien).....	Thomas Brown & Sons, Limi- ted.
Triest.....	Filippo Artelli. — <i>T. A.</i> Artelli.
Tromsøe.....	Consul Andr. Aagaard.
Tunis.....	B. Siebert & Co. — <i>T. A.</i> Siebert.
Valencia.....	Alberto Storrer. — <i>T. A.</i> Storrer.
Valparaiso.....	A. & O. Groothoff. — <i>T. A.</i> Groothoff.
Vancouver B. C.....	Shallcross, Macaulay & Co.
Varel.....	S. Carolinensiel.

Vegesack.....	Th. Meyer.	Wilhelmshaven.....	A. Kingma. — T. A. Kingma.
Venedig.....	Succ. Fischer & Rechsteiner. — T. A. Rechsteiner.	Windau.....	Paul Forostovsky. — T. A. Forostovsky.
Veracruz.....	Guill <sup>o</sup> , Büsing & C <sup>o</sup> , Success. — T. A. Büsing.	Windhuk.....	Boysen, Wulff & C <sup>o</sup> .
Victoria.....	S. Melbourne.	Wisby, (Insel Gothland).....	J. W. Broander. — T. A. Broan- der.
Victoria B. C.....	Shallcross, Macaulay & C <sup>o</sup> . — T. A. Shallcross.	Wladiwostok, (Tatar. Golf)....	Kunst & Albers. — T. A. Kunst.
Vigo.....	Enrique Mulder. — T. A. Mulder.	Wyk auf Föhr.....	L. Heymann & Söhne. — T. A. Heymann, Wykföhr.
Vlieland.....	S. Texel.	Ying-Stze (Newchwang).....	.....
Vlissingen.....	S. Antwerpen.	Yokohama.....	Vehling & C <sup>o</sup> . — T. A. Vehling.
Wangeroog.....	S. Carolinensiel.	Ystad.....	S. Malmö.
Wien, I., Schotteuring, 13 ....	G. Kurth. — T. A. Direktor Kurth.		

# LISTE

## DES AGENTS DE L'UNION DES ASSUREURS D'AMSTERDAM

### NAAMLIJST

### VAN DE AGENTEN DER VEREENIGING VAN ASSURADEUREN TE AMSTERDAM

Aalesund.....	Carl E. Rönneberg & Söhne. — T.A. Rönnebergs.	Banda .....	Hoofdagentschap der Crediet en Handelsvereenig <sup>g</sup> .-T.A. Banda
Åbo (Finland).....	Trapanus Seth. — T. A. Seth. Met onderagenten te: Hel- singfors, J. Nyman; Lovisa, G. Hamburg; Nicolaistad of Wasa, Leonard Ceder; Nys- tad, Robert Hartman; Ulea- borg, Alfred Ekholm; Wi- borg, A. S. Felkian.	Bandjermasin .....	Borneo Sumatra Handel Maat- schappij. — T. A. Borsumy, Bandjermasin. A. B. C. Code 5 <sup>e</sup> Ed. Mercur Code 2 <sup>e</sup> Ed.
Ahus, zie Malmö.		Barbados (Bridgetown) .....	Gardiner Austin Cie. — T.A. Cavan. Codes A.B.C. 4 <sup>e</sup> Ed. Scott's 6 <sup>e</sup> Ed. Watkins & Ap- pendix A. — I. Telegraphic.
Alexandrië.....	A. Principe, Ingenieur.	Barcelona....	Adolfo Carlotta, Paseo de Colon, n <sup>o</sup> 4. — T. A. Carlotta.
Algiers.....	Fred. M. Burke. — T.A. Burke.	Batavia.....	Export Maatschappij voorheen B. van Leeuwen & Co. — T.A. Brondgeest. Code Mer- cur 2 <sup>e</sup> Ed.
Amoy.....	Boyd & Co.	Belgische kust van af Duinker- ken tot aan de Nederlandsche grens.....	William Neuts, Ostende.
Ancona .....	Icilio Seppilli. — T.A. Seppilli.	Bergen.....	Odin Johnsen. — T. A. Odin.
Antwerpen.....	Leon van Peborgh. — T.A. Peborghson. Codes A.B.C. Scott's-National Board-en Un- derwriters.	Bombay.....	F.-E. Hardcastle. — T. A. Veri- tas Bombay, 89, Apollo Street.
Atjeh, zie Kota Radja.		Bordeaux, pour le littoral mari- time de la Gironde .....	Comité des Assureurs Maritimes. T.A. Comité Assureurs Bordeaux.
Baltimore .....	Cunningham Coale & Co. — T.A. Cunningham, Baltimore.	Boston.....	Willcox, Peck & Hughes.
	T. A. = Telegramm-Adresse.	Boulogne s/Mer.....	Adam & Co. — T. A. Adam.

Bremen .....	Neelmeyer & Hardegen, Postfach, 95. — <i>T. A.</i> Hardneel.	Constantza (Kustendjé).....	Watson & Jouell. — <i>T. A.</i> Jouell.
Brest.....	A. Huau.	Croonstadt en St-Petersburg...	Hans Smith, te Croonstadt. — <i>T. A.</i> Smith. Codes 1888 en 1896 Ed. Watkins.
Buenos-Ayres en Montevideo...	H.-L. van Eck. — <i>T. A.</i> Eck. (Subagent te Rosario de Santa Fé en voor de zijrivieren van de Parana & Paraguay ten noorden van Rosario : Juan Pfister.)	Curaçao.....	Hellmund & Co. — <i>T. A.</i> Hellmund. A. B. C. Code.
Cadix.....	L. Uhthoff. — <i>T. A.</i> Ludolfo Uhthoff. A. B. C. 4 <sup>e</sup> en 5 <sup>e</sup> Ed. Scott's en 1885 codes.	Dantzig.....	G. Brinckman.
Cape-Town.....	Wm. Spilhaus & Co. — <i>T. A.</i> Spilhaus. Codes A. B. C. 5 <sup>e</sup> Ed., A. I. Code, Scotts Code 6 <sup>e</sup> Ed., Watkins Code.	Demerara.....	J.-H. de Jonge.
Cardiff & the Bristol Channel...	John Bovey & Co. — <i>T. A.</i> Lloyd's Cardiff.	Duinkerken.....	L. Herbart & fils. — <i>T. A.</i> Herbart, Dunkerque.
Cette.....	Axel Busck. — <i>T. A.</i> Busck, Watkin's & Scott's Code.	Durban.....	W. Dunn & Co. — <i>T. A.</i> Dunn.
Cherbourg.....	Hainneville frères & Hébert.	East Londen.....	Dunn & Co. — <i>T. A.</i> Dunn, East Londen.
Chicago.....	Willcox, Peck & Hughes.	Elseneur.....	S. Rasmussen.
Christiania .....	Carl Hansen. — <i>T. A.</i> Chansen.	Fayal.....	Silveira Edwards & Co. — <i>T. A.</i> Relva Fayal. Codes : Watkins A. B. C. 1883.
Christianssand S., voor de Provincie Christianssand S. van Egersund tot Risoer.....	Gunnar E. Due te Christianssand S. — <i>T. A.</i> Due. — Codes Scott's & Watkins (subagent te Grimstad). Oluf Due. — <i>T. A.</i> Indrulleringen.	Frederikshaven (Denemarken).	P. J. Kall.
		Funchal, zie Madeira.	
Cimbrishamn, zie Malmö.		Galatz.....	Watson & Jouell. — <i>T. A.</i> Jouell.
Civitavecchia.....	Luigi Alibrandi.	Genua.....	Evan Mackenzie. — <i>T. A.</i> Mackenzie.
Colombo.....	Schulze Bros & Co — <i>T. A.</i> Schulze. A. B. C. Code, 4 <sup>e</sup> Ed. en 5 <sup>e</sup> Ed.	Georgetown (Demerary), zie	Demerara.
Constantinopel.....	Edward La Fontaine. — <i>T. A.</i> Fontalaine.	Gorontalo.....	W.-B. Ledeboer & Co. — <i>T. A.</i> Ledeboer.
		Gothenburg.....	James Sinclair & Son. — <i>T. A.</i> Sinclair.
		Grietsyl, zie Norden.	



- Grimstad, *zie* Christianssand S.  
 Groot Brittannië en Ierland, uit-  
 gesloten Cardiff en the Bristol  
 Channel..... Wendt & Co, te Londen (2,  
 Limestreet Square). — *T. A.*  
 Wendt, Londen.
- Hamburg..... Arthur Duncker. — *T. A.* Dun-  
 kertur.
- Havana .....  
 Havre..... H. Verspreuwen & Co. — *T. A.*  
 Verspreuwen, Havre.
- Helgoland ..... Claus Siemens.
- Helsingborg (District)..... W. Wingårdh, Helsingborg. —  
*T. A.* Wingårdh. Codes Wat-  
 kins 1900; Scott's 1896 en  
 1883; A. B. C. 5<sup>e</sup> Ed.
- Helsingfors, *zie* Abo.
- Helsingör..... S. Rasmussen. — *T. A.* Rasmus-  
 sens.
- Holtenau..... Zerssen & Co. — *T. A.* Zerssen.
- Hong Kong..... Gilman & Co. — *T. A.* Gilman.  
 A. B. C. Code 4<sup>e</sup> Ed.
- Ibraila en Galatz ..... Watson & Jouell, Galatz. — *T. A.*  
 Jouell Galatz.
- Isle of Ceylon, *zie* Colombo.
- Johannesburg..... Transvaalsche Bank en Handels  
 Vereeniging voorheen Baer-  
 veldt & Heyblom. — *T. A.*  
 Baerveldt. A. B. C. & A. I.  
 & Broomhall' Coden. P. O.  
 box 1005.
- Kaiser Wilhelm Kanaal..... Zerssen & Co, Holtenau. — *T. A.*  
 Zerssen.
- Kiel, *zie* Lübeck.
- Kobé (Japan)..... Ed. L. van Nierop & Co. — *T. A.*  
 Nierop. Codes A. I. - A. B. C. 4<sup>e</sup>  
 en 5<sup>e</sup> Ed. Official vocabulary.  
 (Berne 1904).
- Koningsbergen ..... Gustav Hermes.
- Kopenhagen..... W. M. van Haarst.
- Kota Radja, ook voor Sabang en  
 Oleh-Leh..... Atjehsche Handel Maatschappij.  
 — *T. A.* Pionier Kotaradja.  
 A. B. C. 4<sup>e</sup> & 5<sup>e</sup> Ed. Lieber's  
 Code, Whitelaws 53,000 en  
 200,000 words. Ager's 100,000  
 words official vocabulary.
- Kotka (Finland)..... D. Brunita.
- Landserona, *zie* Malmö.
- Lemvig (Denemarken)..... Anton Andersen.
- Lissabon..... James Rawes & Co. — *T. A.*  
 Rawes Lisbon.
- Livorno..... de Micheli & Wassmuth.
- Londen, *zie* Groot-Brittannië.
- Lovisa, *zie* Abo.
- Lübeck, Kiel & Rostock..... Wolfgang Gaedertz & Co, Lü-  
 beck. — *T. A.* Wolfgang.
- Macassar..... W. B. Ledeboer & Co. — *T. A.*  
 Ledeboer.
- Madeira..... Joao de Freitas Martins. — *T. A.*  
 Shipbroker Funchal. Codes  
 Watkins Scott's 1880 Ed.,  
 Ribeiro en A. B. C. 4<sup>e</sup> en 5<sup>e</sup> Ed.
- Malmö (voor het district Malmö  
 omvattende Landserona, Mal-  
 mö, Trelleborg, Ystad, Cimbris-  
 hamn en Åhus)..... Frick & Frick. — *T. A.* Fricko,  
 Malmö. Code A. B. C. 5<sup>e</sup> Ed.

Malta.....	O.-F. Gollcher en Sons. — T.A. Gollcher. Codes A. I. A.B.C. Scott's Watkins.	Norden & Grietsyl .....	A. W. Steinbömer, te Norden. Nystad, <i>zie</i> Abo.
Marocco, <i>zie</i> Tanger.		Oleh Leh, <i>zie</i> Kota Radja.	
Marseille .....	Courtès père & fils, rue du Jeune-Anacharsis, 4. — T.A. Courtès, Assureur, Marseille.	Oporto.....	J.W. Burmester; bij afwez. G. A. Burmester. — T.A. Burmester.
Medan.....	Naudin ten Cate & Co, Medan (Deli). — T.A. Naudin. A.B.C. Code 4 <sup>e</sup> Ed. & Mercuur Code.	Oran (Algiers).....	Ch. Jullian. — T.A. Jullian, Oran. Codes 5 <sup>e</sup> Ed. A. B. C.
Menado.....	Handelscompagnie voorheen Dircks & Co. — A. T. Weihe, Menado.	Ostende.....	William Neuts.
Messina.....	Cailler & Co. — T. A. Diagonal, Messina. A. B. C. Lloyd's en Scott's Codes.	Padang .....	Padangsche Handel Maatschap- pij. — T. A. Pahamy. A.B.C. 4 <sup>e</sup> Ed., Ager's 100,000 words, Whitelaw's 53,000 words, Whitelaws 200,000 words.
Montevideo, <i>zie</i> Buenos-Ayres.		Palembang.....	Borneo Sumatra Handel Maat- schappij. — T. A. Schlimmer Palembang. A. B. C. code 5 <sup>e</sup> Ed. en Mercuur Code 2 <sup>e</sup> Ed.
Montreal.....	Dale & Co. — T. A. Insurance. Codes A. B. C. 4 <sup>e</sup> en 5 <sup>e</sup> Ed. Insurance & Maritime, A I, Western Union, Private (Sub- agent te Quebec F. Holloway).	Palermo.....	Ambrogio Castellano. — T. A. Dresda, Palermo.
Nantes.....	G. H. Feijdt.	Paramaribo.....	P.A. Bruggemann, Keizerstraat, 142/3. — T. A. Bruggemann.
Napels .....	Francesco Dresda. — T.A. Dresda. Watkins, Scott's, A.B.C. Codes.	Penang.....	Martijn & Co. — T. A. Martyn. A. B. C. Code, A. I. Code, Watkins Code.
Newcastle (N. S. W.).....	Robt. B. Wallace. — T.A. Wal- lace. Codes A. I., A. B. C., Watkins Scott's 1896, Western Union.	Philadelphia.....	Mc. Call & Co.
New-Orleans.....	C. Wernicke.	Pilau.....	Edw. & Geo. Hay.
New-York .....	Willcox, Peck & Hughes. — T. A. Tunedeph.	Ponta Delgada (Azores).....	George-W. Hayes. — T.A. Hayes. Scott's, Watkins en A. B. C. Codes.
Nicolaistad of Wasa, <i>zie</i> Abo.		Pontianak.....	Borneo Sumatra Handel Maat- schappij T. A. Borsumij codes A.B.C. 5 <sup>e</sup> Ed., Mercur 2 <sup>e</sup> Ed.
Noorweegsche kust tusschen Ri- soer en Drammen.....	Jac. O. Lijngaas & Co, Töns- berg.	Port-Elisabeth.....	Mackie Dunn & Co. P. O. Box N <sup>o</sup> 79. — T.A. Dunn Algoabay.

Port-au-Prince.....	Simmonds frères.	Soerabaya.....	Export Maatschappij voorheen B. van Leeuwen & C°. — T. A. Heidegger. Code Mer- cuur, 2 <sup>e</sup> Editie.
Portland, <i>zie</i> San Francisco.		Stettin.....	Fr. Pitzschky & C°. — T. A. Pitzschky.
Port-Soudan, <i>zie</i> Suez.		Stockholm.....	C.-H. Becker. — T. A. Beckerch.
Pretoria.....	Transvaalsche Bank en Handels Vereeniging voorheen Baer- veldt & Heyblom. — T. A. Baer- veldt. A. B. C. en A. I. Codes.	Stralsund.....	R. Mintzlaff.
Quebec, <i>zie</i> Montreal.		St-Martin (Eiland Rè).....	P. Plaideau, voor het eiland Ré, departementen Charente-Infé- rieure en Vendée, van St-Gilles tot Royan, met inbegrip van de eilanden Oléron, Yeu en Noirmoutiers, zoomede de ha- vens van La Rochelle, Roche- fort en Sabies-d'Olonne. — T. A. Plaideau, St-Martin- de-Ré.
Reval.....	Thomas Clayhills & Son.	St-Michaels.....	Clemente Joaquim da Costa (sub agent). — T. A. Dacosta Pon- tadelgada. A. B. C. Watkins, Scott's, Ribeiro, Liebers coden.
Riga.....	Robbt. Bierich. — T. A. Bierich.	St-Petersburg, <i>zie</i> Croonstadt.	
Rio-de-Janeiro.....	H. David de Sanson.	St-Thomas (W. I.).....	E.-H. Moron.
Rosario-de-Santa-Fè, <i>zie</i> Bue- nos-Ayres.		Suez.....	Geo Meinecke, ook voor Port- Soudan. — T. A. Meinecke, P. O. Box 16. Codes A. I.-A. B. C. Watkins, Scott's, Lie- ber's, Agers standard.
Rostock, <i>zie</i> Lübeck.		Tanger (Marocco).....	Haessner & Joachimssohn. — T. A. Haessner Tanger. A. B. C. Code 4 <sup>e</sup> Ed.
Sabang, <i>zie</i> Kota Radjah.		Ternate.....	Agentschap der Moluksche Han- dels Vennootschap.
Salonica.....	J. Nehama & C°. — T. A. Jacques Nehama, Salonica. A. B. C. en Scott's code.	Texel.....	H. Flens.
Samarang.....	C. W. Loder. — T. A. Parisejapi.		
Samarinda (Koetei).....	Borneo Sumatra Handel Maat- schappij.		
San-Francisco.....	M. C. Harrison & C°. — T. A. Harrison. A. B. C. Code, ook voor Portland en Seattle.		
Santander (van San-Sebastian tot Corunna).....	Carlos Hoppe & C°. — T. A. Hoppe, Santander.		
Seattle, <i>zie</i> San Francisco.			
Shanghae.....	Gibb. Livingston & C°. — T. A. Gibb, Shanghae.		
Shimonoseki, <i>zie</i> Yokohama....			
Singapore.....	Hooglandt & C°. — T. A. Hoog- landt, Singapore.		
Smyrna.....	Paul Milberg. — T. A. Milberg.		

Throndhjem .....	H. & F. Bachke. — <i>T. A.</i> Bachkes. A. B. C. code.	Valencia.....	.....
Tjilatjap.....	Rouwenhorst, Mulder & C <sup>o</sup> . — <i>T. A.</i> Mulder. A. B. C. Code 4 <sup>e</sup> Editie.	Valparaiso .....	Huth & C <sup>o</sup> . — <i>T. A.</i> Huth.
Tonningen.....	C. -M. Lexow. — <i>T. A.</i> Lexow Tønning.	Vigo.....	Enrique Mulder. — <i>T. A.</i> Mulder. Scott's, A. B. C. en Watkins Code.
Tönsberg van Risoer tot Dram- men .....	Jac. O. Lijngaas & C <sup>o</sup> . — <i>T. A.</i> Lijngaas. Watkins en Scott's Code.	Vlissingen.....	de Bruyne & C <sup>o</sup> .
Trelleborg, <i>zie</i> Malmö.		Wiborg, <i>zie</i> Abo.	
Triest.....	Paris & C <sup>o</sup> .	Wijk-auf-Föhr.....	L. Heymann Söhne. — <i>T. A.</i> Hey- mann Wijk-Schleswig.
Tripoli.....	Eugenio Rossi. — <i>T. A.</i> Eug. Rossi, Tripoli-Afrique. A. B. C. Code.	Yokohama.....	Ed.-L. van Nierop & C <sup>o</sup> . ook voor Shimoneseki. — <i>T. A.</i> Nierop. Codes A. I. - A. B. C. 4 <sup>e</sup> en 5 <sup>e</sup> Ed., Officiël van- kary (Berne 1904).
Tromsoe.....	And. Aagaard. — <i>T. A.</i> Aagaard.	Ystad, <i>zie</i> Malmö.	
Uleaborg, <i>zie</i> Abo.			

# LISTA

## DEGLI AGENTI DEL COMITATO DEGLI ASSICURATORI DI GENOVA

### LISTE

### DES AGENTS DU COMITÉ DES ASSUREURS DE GÈNES

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Accri.....	<i>Voir</i> Beyrouth.
Alexandrie & Caire.....	A. Principe.
Alger.....	F. Boniffay.
Almeria.....	.....
Amsterdam.....	H. Ulrici.
Ancona.....	Icilio Seppilli.
Anvers.....	J.-B. Peeter & Co.
Azores.....	Chas. W. Dabney&Sons(Fayal).

Bahia.....	Podesta Irmao & Co.
Baltimore.....	James Carey Coale.
Barbadoes.....	Michael Cavan & Co.
Barcelona.....	Antonio Calcagno.
Bardanelli.....	Giuseppe de Janton.
Bari.....	Marstaller Hausmann & Co.
Barletta.....	Anselme & Marassi
Bastia.....	Guaitella fils.
Batavia.....	J.-F. van Leeuwen & Co.
Bengasi.....	Francesco E. Petrovich.
Berdiansk.....	Giuseppe Dall' Orso & Co.
Beyrouth.....	Angelo Piccaluga fu G <sup>mo</sup> .

Bilbao.....	Carlos Hoppe & Co.
Bombay.....	F. E. Hardcastle.
Bône.....	Leopold Guiraud.
Bonifacio (Corse).....	Giuseppe Bidali.
Bordeaux.....	E. Gonfreville & G. Julian
Bosa.....	Nicolo Buggio.
Boston.....	Francis Peabody.
Boulogne.....	Lebeau & Co.
Bourgas.....	<i>Voir</i> Varna.
Braila.....	<i>Voir</i> Galatz.
Brême.....	G. Lange & Co.
Brindisi.....	Teodoro Drasinós.
Buenos-Ayres.....	Giovanni Lavarelli.

Cadiz.....	Odero & Ferro.
Cagliari.....	Buffa Pietro.
Caiffa.....	<i>Voir</i> Beyrouth.
Calamata.....	Francesco Portelli.
Calcutta.....	F. Acerboni & Co.
Callao.....	<i>Voir</i> Lima.
Canaries (Iles).....	<i>Voir</i> Las Palmas.



Candia (Ile).....	Voir Canea.	Hong-Kong.....	Siemssen & Co.
Canea.....	Augustin Freve.	Honolulu (Iles Sandwich)....	Ed. Hoffschlager & Stapenhorst
Camp de Bonne-Esperance.....	.....	Iquique.....	Alberto Molino.
Camp-Vert.....	Cory Bros & Co (à St-Vincent).	Jaffa.....	Voir Beyrouth.
Cantharète.....	.....	Kertch.....	Aless. Defranceschi.
Cantharète (Espagne).....	Bienert Sobrino.	Kingston (La Jamaïque).....	W <sup>m</sup> Schiller & Co.
Castellumare-Stabia.....	Voir Naples.	La Corogne.....	Lopez Perez & Co.
Castellumare (Sicile).....	Pappalardo Galante & Co.	La Guadeloupe.....	Ed. Boyer.
Cassania.....	Sebastiano Scuto d'Alfio.	La Havane.....	L. Belfoy & Co.
Cassanero.....	Nicola e Matteo Bevivino.	La Jamaïque.....	Voir Kingston.
Céphalonie, Zante & Patras....	Voir Zante.	La Martinique.....	Ed. Boyer.
Cette.....	J.-B. Gleizes & C. Saaché.	Lagos (Portugal).....	Ed. D. Sinichi.
Christianssand.....	Consul Gunnar E. Due.	Las Palmas (Iles Canaries)....	Tomas Millers & Hijos.
Cypré (Ile de).....	Voir Limassol.	Lattachia.....	Voir Beyrouth.
Civita-Vecchia.....	Avvocato d'Eramo.	Le Pirée.....	O. Mossetig.
Constantinople.....	Gr.-B. Lombardo.	Licata.....	Matteo Verderame.
Cortice.....	Voir Zante	Lima.....	Voir Callao.
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Danemark.....	L. Herbart.	Lisbonne.....	Charles Jauncey & Sons.
Darban.....	Champion & Co.	Livorno.....	de Micheli & Wassmuth.
Foya.....	J. A. Eduardo.	Londres.....	H. Clarkson & Co.
Figuera.....	Rendel & Co.	Maddalena (Ile de la).....	Francesco Susini Origoni.
Filice.....	Aristotile G. Metaxas	Mahone (Ile Minorca).....	Juan Taltavull.
Filice.....	Voir Constantinople.	Malaga.....	Ed.-G. Albinola.
Filice.....	Langlands Cowell & Co.	Malmö.....	Aug. Lillienau.
Filice.....	Joaquin Garcia.	Malta.....	Denario Rosario.
Filice.....	Antonio Palumba Cardella.	Marianopoli.....	Francesco Pelagatti.
Hambourg.....	Des Arts & Co.	Marseille.....	Charles Vincens.
Havre.....	A. Postel & ses fils.		

Martigues .....	.....
Maurizio (Ile Maurice) .....	Scott & Co.
Mersina .....	<i>Voir</i> Beyrouth.
Messina .....	Gaetano Bozzo.
Montevideo .....	Emilio Vallebona.
Morea (Côte de) .....	<i>Voir</i> Calamata.
Nantes .....	E. Vassia.
Naples .....	Nicolo Poppi.
Natal .....	Champion & C <sup>o</sup> .
New-York .....	J. Bertschmann.
Nice .....	Eugenio Abbo.
Nicolajeff .....	F. Frischen.
Nouvelle-Orléans .....	.....
Odessa .....	G.-B. Dall' Orso.
Oneglia .....	<i>Voir</i> Portomaurizio.
Oran .....	Ch. Jullian.
Oristano .....	Battistino Tolu.
Orosei .....	Salvatore Satta.
Palermo .....	Fratelli Corvaia.
Palma (Majorque) .....	Ernest Canut.
Pasages .....	<i>Voir</i> Santander.
Pensacola .....	Dario Piaggio.
Pernambuco .....	.....
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Plymouth .....	.....
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Policastro .....	<i>Voir</i> Pizzo.
Port-Elizabeth .....	Mackie Dunn & C <sup>o</sup> .
Port-Mahon .....	Juan Taltavull.
Port-Said .....	G. S. Ramacciotti.

Port-Vendres .....	Pams frères.
Porto-Maurizio .....	Enrico fu G. Micheli.
Porto-Torres .....	Salvatore Solinas di Sassari.
Porto-Rico (Ponce) .....	.....
Portsmouth .....	.....
Port-au-Prince .....	Ch. Thorp.
Pozzallo .....	Raffaele Pandolfi.
Prevesa .....	Stefano Fonda.
Rangoon .....	.....
Rettino .....	<i>Voir</i> Candia.
Rio-Grande-do-Sul .....	.....
Rio-de-Janeiro .....	.....
Rome .....	A. Tombini.
Rotterdam .....	Becker, Caarte & C.M.C. Obreen.
Rouen .....	J.-P.-B. Cornillot.
St-Malo .....	F. Havet.
St-Sebastien .....	<i>Voir</i> Santander.
St-Thomas .....	Cameron & C <sup>o</sup> .
St-Vincent (Cap-Vert) .....	Cory Bros & C <sup>o</sup> .
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San-Eufemia .....	<i>Voir</i> Pizzo.
Santa-Fé .....	Delcanto Antola & C <sup>o</sup> .
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Santos .....	W. Richer.
Sassari .....	Salv <sup>re</sup> Solinas.
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Zante.....	Nicolo Babassi.

# FÖRTECKNING

öfver

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Akiab.....	Bulloch Brothers & C°.
Alicante.....	Pedro M. Granada, Palma.
Alabama.....	.....
Alexandria.....	.....
Algier.....	.....
Amsterdam.....	De Vos & Zoon (för hela Neder- länderna).
Antwerpen.....	Max Suremont fils.
Apalachicola.....	Hunter Benn & C°, Mobile.
Aux Cayes (Haiti).....	A. B. White.
Azorerna Ponta Delgada.....	Augusto S. Moreira.
Bahia.....	C. Domschke.
Baltimore.....	Cunningham Coale & C°.
Barcelona.....	Talavera e hijos.
Bassein.....	Bulloch Brothers & C°.
Batavia (Java).....	J. Daendels & C°.
Belfast.....	G. Heyn & Sons.
Bergen.....	.....
Bermuda.....	.....
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Bombay.....	F. E. Hardcastle. A. T. Veritas.
Bona Algeria.....	Frank X. Fenick.

Borgå.....	Alb. Hortling.
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Braila (Galatz Soulina).....	Ed. Fanciotti.
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Cadiz.....	C. Segerdahl.
Calais.....	Léon Herbart & Fils.
Campeachy.....	.....
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Dower.....	William Grant.
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Durban.....	W. Dunn & C <sup>o</sup> .
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Fredrikshamn.....	C. H. Ahlqvist.
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Galatz.....	Ed. Fanciotti, Braïla.
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Genua.....	G. B. Gastaldi.
Gibraltar.....	Archbold Johnston & Powers.
Glasgow.....	.....
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Göteborg.....	James Sinclair & Son.
Great Yarmouth.....	T. Small & C <sup>o</sup> .
Greenock.....	.....
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Halmstad.....	A. P. Wessberg, Helsingborg.
Hamburg (Helgoland, Föhr, Römö, Sylt-Borkum, Norderney och öfriga tyska Nordsjö-öar).	Henry Schmidt.

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Havre.....	E. Rose.
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Helsingfors.....	Victor Ek.
Helsingör.....	Chr. Schierbecks efterfölj.
Honkong.....	.....
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Hull.....	.....
Jakobstad.....	.....
Kalmar.....	.....
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Königsberg.....	.....
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Libau.....	G. Hahn.
Lima.....	.....
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Lübeck.....	Piehl & Fehling.
Lumparland.....	J. E. Stenroos.
Madeira, Funchal.....	Jaõa de Freitas Martins.
Mahon.....	Pedro M. Granada, Palma.



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Malmö.....	A.-P. Wessberg, Helsingborg.
Malta.....	F. Gollcher.
Margate.....	G. Hammond & C <sup>o</sup> .
Mariehamn.....	Rob. Mattson.
Marseille.....	R. de Campou & fils.
Mauritius.....	Houdlette & C <sup>o</sup> .
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Mobile, Pensacola, Pascagoula, Apalachicola.....	Hunter Benn & C <sup>o</sup> .
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Nantes.....	.....
Narva.....	A.-E. Peters.
Natal Durban.....	W. Storm.
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New-Orleans.....	.....
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Norrköping.....	.....
Nykarleby.....	Carl Nylund.
Nystad.....	Rob. Hartman.
Odessa.....	.....
Ostende.....	A.-J. Neuts & Son.
Oskarshamn.....	.....
Palma, Mahon, Valencia, Ali- cante, Ybiza.....	Pedro M. Granada.
Pascagoula.....	Hunter Benn & C <sup>o</sup> .
Patras.....	Alex. Politis, Piráus.

Penang.....	Schmidt Küsterman & C <sup>o</sup> .
Pensacola.....	Hunter Benn & C <sup>o</sup> , Mobile.
Pernambuco.....	.....
Piráus, Syra, Volo, Salonico, Constantinopel, Chio, Smyrna, Creta, Calamata, Cetacolo, Zante, Cephalonien, St-Maura, Corfu, Prevera, Patras.....	Alex. Politis.
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Reveil.....	.....
Riga.....	.....
Rio-de-Janeiro.....	.....
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Rostock i M.....	C.-H. Brockelmann.
Rotterdam.....	De Vos & Zoon.
San Francisco.....	.....
Savannah.....	.....
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Singapore.....	Reutenberg, Schmidt & C <sup>o</sup> .
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## DU COMITÉ NATIONAL DES ASSUREURS MARITIMES (ÉTATS-UNIS)

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Chatham (Mass. . . . .	Cyrus S. Kent.
Cheribon (Java) . . . . .	.....
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Christiania (Norway) . . . . .	Johan Wesman.
Christianssand (Norway) . . . . .	Gunnar E. Due.
Cienfuegos (Cuba) . . . . .	Geo. R. Fowler (Fowler & C <sup>o</sup> ).
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Constantinople (Turkey) . . . . .	.....
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Frederickshaven (Denmark) . . .	..... (Sub-cor. under Copenhagen).
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Fremantle (W. Australia) . . . .	.....
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Gaeta (Italy).....	Vincenzo Paciello (Sub-cor. under Genoa).	Havana (Cuba).....	Aquilino Ordonez (Ordonez Hermanos).
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Guaymas (Mexico).....	.....		
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		Korsør (Denmark).....	..... (Sub-cor. under Copenhagen).

La Guayra (Venezuela).....	.....
Las Palmas (Canary Islands)...	Blandy Bros. & C <sup>o</sup> .
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For District of Northern Tasmania.

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Libau (Russia).....	L.-H. Ylander (Sub-cor. under Riga).
Licata (Sicily),.....	G. Bonsignore di Antonino (Sub- cor. under Genoa).
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RULES  
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REGULATIONS





# RULES

FOR THE CLASSIFICATION AND BUILDING

OF

WOODEN VESSELS

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**1908**



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# CLASSIFICATION OF WOODEN VESSELS

## ARTICLE 1.

§ 1. — The estimate of the qualities and defects of wooden vessels is expressed by the fractions:  $3/3$ ,  $5/6$ ,  $3/4$ ,  $2/3$ ,  $1/2$ , which are characters established in conformity with the Rules for the building and survey. (*See Art. 2 and following.*)

§ 2. — The character is completed by two numbers which vary from 1 to 3, and follow the fraction; these numbers indicate separately the state or quality of the hull and of the outfit; the number on the left hand (placed in the Register and Certificates after the vessel's character and navigation mark) having reference to the hull; that on the right hand, to the rigging, sails, anchors, chains, &c.

The characters are consequently represented in the following way:

$3/3$ . 1.1.

$5/6$ . 1.1.

$5/6$ . \*2.1.

$3/4$ . 2.1.

$2/3$ . 3.2.

$1/2$ . 3.2.

## ARTICLE 2.

§ 1. — The first character ( $3/3$ , 1.1.) is given to vessels which have not passed the maximum term established by articles 7, 11, 12 and 13 and are found to be well built and in good condition of repairs and preservation.

The succeeding characters are given in accordance with the conditions specified in Articles 14 and 18 of the Regulations.

In the Register the character (3/3, 5/6...) is preceded by a number (3 to 16) which expresses the « Division » or « Type » the vessel belongs to, according to her construction.

This number is regulated by the class of timber (Table B) and by the additional years granted by Art. 7.

If two numbers precede the character, the first indicates the type of the vessel, the second expresses the term assigned to the character, dating from the day the certificate was issued.

**12-10** signifies the vessel belongs to 12 years type and is classed for 10 years.

§ 2. — The characters and the rates (3 to 16) are granted to all vessels which fulfil the conditions of survey and construction required by Articles 5, and 20 to 27 of the Rules, or to those which are equally efficient, as stated in Article 28.

§ 3. — Vessels retain their character in the Register on condition of being submitted to the surveys required by Art. 6.

§ 4. — A prolongation of character may be granted to vessels which have been submitted to one of the surveys prescribed by Art. 11 to 18 of the Rules.

§ 5. — The Administration reduces the rate, according to the report of the Surveyor, by a number of years for

vessels which come under the application of Art. 9, also for those which do not fulfil the requirements of the Rules for building.

### ARTICLE 3.

§ 1. — Wooden vessels are classed for one of the following trades

1° *I. (Interior)*. Vessels especially built to navigate canals, lakes and rivers.

2° *R. (Roadstead)*. Vessels specially intended for roadstead work. This mark R is also used exclusively for dredgers, hopper barges and the like.

3° *P. (Small coasting trade)*. Vessels intended for short voyages.

4° *M. (Mediterranean)*. Vessels specially intended for the navigation in the Mediterranean sea.

5° *Y. (Yachting)*. Vessels intended for pleasure sailing.

6° *R. (Rating)*. Sailing Yachts intended for the International Rating Certificate.

7° *G. (Great coasting trade)*. Vessels, with single bottom or wood sheathed, above 70 tons gross tonnage, and not provided with the inventory required for higher marks of navigation, will be classed for this trade.

8° *LAKES*. — Vessels specially intended for service in large fresh water lakes, and more particularly those of North America.

9° A. (*Atlantic trade*). Navigation not beyond Cape Horn and Cape of Good Hope, on either side.

For this trade a ship must be above 100 tons gross tonnage, and copper, yellow metal or zinc sheathed up to a draught of water equal to half the depth of hold at midship.

In spardecked vessels, the height of sheathing shall be increased by  $\frac{1}{5}$  of the height of the 'tweendeck.

10° L. (*Long voyages*). Trade round the world in all seas.

This letter can only be given to vessels of and above 250 tons gross tonnage, and copper or yellow metal sheathed (zinc being excluded) up to a distance from the deck equal to  $\frac{1}{3}$  of the depth of hold amidship.

In spardecked vessels, the height of sheathing shall be increased by  $\frac{1}{5}$  of the height of 'tweendeck.

When boot topped, the metal must extend up to a distance from the deck at least equal to half the depth of hold amidship.

§ 2. — For all these trades vessels must have a pumpwell accessible from the upper deck, and a complete inventory as required by Art. 27.

§ 3. — For the classification and construction of Sailing Yachts classed  $\mathfrak{R}$  the special Rules published by the Administration of the Bureau Veritas are to be followed.

For steam or motor yachts, and for yachts excee-

ding the dimensions contemplated by the special Rules, and which will not receive the special rating mark  $\mathfrak{R}$ , the following reductions in scantlings will be admitted.

All the scantlings, except those of the outside planking and the spacing of frames, are to be taken from Tables A, but one grade lower than given by the actual numeral. For the outside planking three grades lower may be taken. The frame spacing may be increased by 20 %.

#### ARTICLE 4.

§ 1. — To obtain a class, written application must be made to the Surveyor; this demand implies that the parties are willing to abide by the Rules.

§ 2. — At the expiration of the character, the vessel may be retained in the Register without a class.

§ 3. — It is understood, that no action at law can be entered against the Administration for the maintenance in the Register of the vessel's name, when the character has expired.

#### ARTICLE 5.

##### BUILDING OF VESSELS

§ 1. — The specification should be sent in with the application for survey and submitted to the Administration for approval. The Surveyor must examine the



vessel whilst building and during the fitting out. He will arrange his surveys so as to be able to obtain a correct knowledge of the scantlings and quality of the materials, also of the sizes and arrangements of the fastenings, &c., as well as of the quality of the workmanship.

§ 2. — When application has been made for *special survey*, the Surveyor will superintend the building as often as possible during its entire progress.

§ 3. — The Surveyor must inform the interested parties of the defects he may observe during his inspection, and indicate the requirements of the Rules, without involving the responsibility of the Veritas as to the losses which might result therefrom. He must transmit to the Administration a full statement of the scantlings, dimensions, fastenings, quality of the materials, &c. and of the merits or defects of construction.

§ 4. — Vessels built under special survey will be inserted in the Register with the distinctive mark ✕.

To obtain the said mark, vessels must have their anchors and chains tested and certified as per Art. 27 § 6.

## ARTICLE 6.

### PERIODICAL SURVEYS.

§ 1. — In order to be maintained on the character which has been assigned, the vessel must be submitted

to the periodical examination of the Surveyors of the Administration at least *once in every two years*; the vessel must also be submitted at the prescribed time to the survey required by Article 10, according to the division to which she belongs.

§ 2. — At the periodical inspections, the Surveyors must ascertain the vessel's state of seaworthiness and the condition of the materials, and determine whether it be necessary to remove strakes of ceiling or outside planking, in order to examine the timbers.

If four years maximum have elapsed since the bottom was caulked, the butts, garboard seams, bilges and wood ends to be well examined and tried.

At this time the Surveyor shall require the bottom to be caulked if necessary. But if in his opinion the recaulking may be postponed, he shall fix a date (not exceeding two years) within which the recaulking has to take place, and a note to this effect shall be put on the certificate and survey report.

§ 3. — The Surveyor must be called in when the sheathing is removed or renewed, and when the vessel is undergoing repairs, in order to survey and report on them, and endorse the certificate of classification.

§ 4. — The Surveyors are to have free access at all times to examine the vessels classed in the Veritas Register, in order to ascertain their condition.

§ 5. — In case of want of repairs, the Surveyor must give written notice to the master or owner, and the character may be withdrawn unless the repairs are effected.

§ 6. — In case of damage or stranding, the classification having lapsed in consequence of the accident, the owners or their agent must notify the Veritas Surveyor, in order to have the vessel surveyed. This notification must be sent in time to allow the Surveyor to ascertain the nature and extent of the necessary repairs which must be satisfactorily executed under his inspection.

When the repairs have been completed, the Surveyor will endorse the certificate which will then resume its original value.

When the vessel enters a port for repairs not situated in the district of a Veritas Surveyor, a copy of the official survey report must be sent to the Administration, and she is to be afterwards surveyed at the first port where the Bureau Veritas is represented.

When this is not attended to, the class may be withdrawn.

§ 7. — The character may be withdrawn, if the vessel has not been surveyed as required by the Rules.

§ 8. — When the character is withdrawn, notice will be given in the Supplements or in the Register.

§ 9. — Wooden steam vessels shall not be classed

before having their engines and boilers examined and approved by an Engineer Surveyor of the Society.

These vessels receive two certificates: one for the hull and the other for engine and boilers.

#### ARTICLE 7.

§ 1. — The term of years assigned on the 3/3 class to vessels which have been surveyed whilst building, will be determined by the minimum of years granted to the timber used in the construction, agreeably with Table B, and by the additional years as specified in the following §§ 2, 3, 4, provided the vessel fulfils the requirements of Art. 20 to 28.

§ 2. — *Additional years* will be granted in the following cases:

1° *Two years* to vessels built under the special inspection of the Surveyors of the Administration, when the timber used in the construction is entitled by Table B to a minimum term of 8 years;

*One year* when built under the special inspection of the Surveyors of the Administration, with timber of a lower grade;

2° *One year* to vessels built of timber having a maximum rate of 11 years, when salted under the inspection of one of the Surveyors of the Administration during the building, or within six months after launching;

3° *One year* when the bolts and spikes of the outside skin and deck are of galvanized iron, copper or yellow metal;

*Two years* when all bolts and spikes, including frame bolts, ring and eye bolts, chain plates and other iron parts, attached to the hull are galvanized, unless copper or yellow metal;

4° *One year* if timber rated in Table B for 10 or 11 years has been used in vessels, rated otherwise in a lower grade, for the following parts: *Keelsons, Beams and Carlings, Covering-boards, Waterways, Lockstrakes, Spirketting, Clamps, inside bilge strakes, outside binding and channel bolt strakes*. This year will only be granted after approval by the Administration.

The treenails from the covering board down to the lower turn of the bilges to be locust or timber of equal quality.

5° These extensions will be added to the term of years rated in Table B.

§ 3. — Vessels which have not been salted, and which, on special survey, are found to be free from rot, may obtain the additional year granted for the salting.

## ARTICLE 8.

At the expiration of the original term, the character may be continued, or the vessel may obtain an inferior character, according to Articles 11 to 18.

## ARTICLE 9.

### CLASSIFICATIONS.

§ 1.—For vessels built under special survey, see Art. 7.

Before determining the class of a vessel not built under survey of the Administration, the Surveyor must ascertain the vessel's age by an official document, and a full and complete report of her scantlings, bolting, &c., must be forwarded to the Administration. The Surveyor will order the necessary openings to ascertain the kind and quality of the timber used, so as to determine the rate in conformity with Table B.

§ 2. — The Administration will, on receipt of the Surveyor's report, determine the number of years to be deducted from the term allowed by Table B for the timber.

§ 3. — These vessels may have their character extended according to the Rules, care being taken to preserve the above named reduction.

### 3/3 Character.

§ 4. — The 3/3 character will be withdrawn or suspended if the vessel has not been submitted to the survey prescribed by Art. 10, at one of the following periods, according to the type she belongs to:

At the expiration of the *first seven years* of the original term, if belonging to the 14, 15 or 16 years division;

At the expiration of the *first six years* of the original term, if belonging to the 10, 11, 12 or 13 years division.

At the expiration of the *first four years* of the original term, if belonging to a lower division.

§ 5. — After expiration of the original term, the 3/3 character may be continued under the following conditions :

1° For a first continuation of 3 years the vessel must be submitted to the survey prescribed by Article 11.

2° For the continuation,  
of 6 years if rated 12, 13, 14, 15 or 16 years,  
of 5 years if rated 8, 9, 10 or 11 years,  
or of 4 years if of any other rate, the vessel must be submitted to the *Special Survey* prescribed by Article 12.

3° At the expiration of the first continuation of the 3/3 character granted by the 1°, if vessels apply for the further extension they are entitled to according to their division, they shall be submitted to the *Special Survey* prescribed by Article 12, but the Surveyor, if everything was found in a good state of preservation when survey Article 11 was held, will merely complete the openings made for this latter Survey.

**5/6 1.1. Character.**

§ 6. — At the expiration of the 3/3 character or its

continuation, the 5/6, 1. 1. character may be assigned, under the following conditions:

1° For obtaining a first term

of 4 years, if rated 11 years or above,  
and of 3 years, if of a lower rate, the vessel must be submitted to the survey prescribed by Art. 11.

2° For obtaining a first term

of 6 years, if rated 14, 15 or 16 years,  
of 5 years, if rated 11, 12 or 13 years,  
or of 4 years, if of a lower rate, the vessel must be submitted to the *Special Survey* prescribed by Art. 12.

Openings made previously shall in no case be admitted for this survey unless a *special authorisation from the Administration* is obtained.

3° At the expiration of the first term of the 5/6, 1. 1. character granted as above stated, if vessels apply for the further extension they are entitled to according to their division, they shall be submitted either: to the *Special Survey* (Art. 12) if the first term has been obtained after Survey Article 11, or to *Survey* (Art. 11) if the first term has been obtained after special Survey (Art. 12).

The 5/6, 1. 1. character may be further continued in exceptional cases according to the conditions of Art. 15 § 5, and those stipulated in Art. 16.



**5/6 \* 2.1. Character.**

§ 7. — At the expiration of the 5/6, 1.1. character or its continuation, the 5/6 \* 2.1. character may be assigned under the following conditions :

1° For obtaining the first term

of 4 years, if rated 11 years or above,

or of 3 years if of a lower rate, the vessel must be submitted to the survey prescribed by Art. 10.

2° For obtaining a continuation of the 5/6 \* 2.1. character after expiration of the first term above mentioned, the vessel must be submitted to a survey which will be determined by the Administration after a provisional survey of the vessel by the Surveyor.

**3/4 Character.**

§ 8. — At the expiration of the 5/6 \* 2.1. character or its continuation, the 3/4 character may be assigned for *one year*, if the vessel is submitted to the survey prescribed by Art. 10.

**ARTICLE 10.****HALF-TIME SURVEY.**

§ 1. — The vessel must be placed in dry dock or on blocks, or hove down; when the bottom has been caulked within three years, this survey may be made afloat, if it meets the Surveyor's approval.

The hold to be cleared and cleaned, suitable stages

made inside and outside, all parts which may have suffered from iron rust, and such other parts as the Surveyors may direct, to be scraped bright.

The Surveyor must make a careful survey of the vessel; if considered necessary, bolts and treenails are to be backed out in sufficient number to ascertain their condition; treenails to be backed out of the bilges in all cases when practicable; particular attention must be directed to the bolts about the waterline (if they are of iron), the throat bolts of the iron knees and the outside planks through which they are driven. The beam ends must be examined.

The vessel must be opened inside by means of listings, from 3 to 4 inches in width, cut midway between the air-courses and the keelson over 1/3 of the vessel's length from each end on each side. When the bilge strakes are 5 inches or more in thickness, this listing must be cut in the first strake above the bilge strakes and in this case a second listing of the same width must be cut in the first strake under the bilge strakes for 1/3 of the vessel's length from each end on both sides. Should signs of decay or dry rot be found, the opening above the bilge must be extended from forward to aft.

Outside, the Surveyor must sound the planking of the topsides and require a sufficient number of treenails to be backed out in order to ascertain their condition as well as



that of the frame, specially under the chain-plates and under the counter. In all cases, the vessel to be opened under the counter on both sides, half-way between the quarter piece and stern-post, for examination of the stern frames.

When the topsides are not through treenailed, holes must be bored for examination of frame timbers and bolts or treenails of the required size driven in these holes.

Should signs of decay or dry rot be found, the Surveyor may require the removal of planks at the suspicious places and continue the openings as far as the case may require, and if necessary, cause the vessel to be opened from forward to aft.

Treenails backed out or openings made opposite the air-courses will not be accepted for survey.

The repairs required by the Surveyors must be executed under their superintendence, or a proportional reduction will be made from the term for which the vessel might otherwise be classed.

The Surveyor may, it considered necessary, require additional bolts to be driven through the keelson into the keel, when the centre line is iron fastened (not galvanized), unless the bolts can be backed out for examination, and shall also ascertain the condition of the windlass, of the rudder and its appurtenances, of the pumps, boats, masts, spars, rigging, &c., &c.

## ARTICLE 11.

### CONTINUATION OF THE 2/3 CHARACTER.

#### Survey.

§ 1.—The vessel must be placed in dry dock or on blocks or hove down; the hold cleared and cleaned; suitable stages made inside and outside; the butts of the outside planking, and all other parts which the Surveyors may direct scraped bright.

The Surveyor shall carefully examine the vessel; bolts and treenails must be backed out in sufficient number, and in all cases treenails must be backed out in the bilges, special attention must be directed to the bolts about the waterline (if they are of iron), the throat bolts of the iron knees and the outside planks, through which they are driven; the beam ends must be bored for examination.

The vessel must be opened inside by means of listings, from 3 to 4 inches in width, cut midway between the air-courses and the keelson over  $\frac{1}{3}$  of the vessel's length from each end, on each side. When the bilge strakes are 5 inches or more in thickness, this listing must be cut in the first strake above the bilge strakes, and in this case a second listing of the same width must be cut in the first strake under the bilge strakes for  $\frac{1}{3}$  of

the vessel's length from each end on both sides. Listings cut for a former survey will be admitted on this occasion.

For the examination of the topsides, the Surveyor shall require the removal of outside listings, equal at least in length, for the two sides together, to one entire strake from fore to aft, or require a treenail to be driven out in each third timber, from stem to stern, in each of the adjoining three strakes under the chain plates. When the vessel is not through treenailed, an equal number of holes must be bored of the size prescribed by the Rules for treenails. The Surveyor may also order listings to be cut on both sides under the counter, under the chain plates, near the stem and even between the chain plates if necessary, so that the united length of said listings be at least equal to the length of the vessel.

In all cases the vessel to be opened under the counter, on both sides, half-way between the quarter piece and sternpost, for examination of the transoms.

Should signs of decay or dry rot be found, the Surveyor shall require the removal of outside planks in the topsides, equal at least in length, for the two sides together to one entire strake from forward to aft. Should the frame or the planking be affected by dry rot or decay, the Surveyor shall require the removal of planks at the suspicious

parts, and continue the openings even if necessary from forward to aft on both sides.

Openings made opposite the air-strakes will not be accepted for survey.

The repairs required by the Surveyor, to be executed under his superintendence.

The Surveyor shall ascertain the condition of the windlass, of the rudder and its appurtenances, of the pumps, boats, masts, spars, rigging, &c., &c.

Additional bolts must be driven through the keelson into the keel (if not rebolted previously), when the centre line is iron fastened (not galvanized), unless the bolts can be backed out for examination.

§ 2. — Vessels so surveyed, when all the repairs considered necessary have been carried out, may obtain a continuation of 3 years on the 3/3 character, when they have obtained originally a *minimum rate of 8 years*; all others may obtain a continuation of 2 years.

§ 3. — This continuation of the 3/3 character may be extended on expiration, for 3 or 2 years, to which may be added the additional year granted by § 4 of Art. 7, when the vessel is submitted to the special survey required by Art. 12.

In this case the listings cut for obtaining the first con-

tinuation of 2 or 3 years will be admitted according to the preceding § 2.

## ARTICLE 12.

### SPECIAL SURVEY.

§ 1. — For the continuation of the 3/3 character or for the extension of the continuation granted agreeably to Art. 11, the vessel must be submitted to the following *special survey* :

The vessel must be placed in dry dock or on blocks, or be hove down, the hold cleared and cleaned; stages made inside and outside; the waterways, covering-board, hatch- and companion coamings, and also the topsides, to be scraped bright; the Surveyors must carefully inspect the vessel, bolts and treenails to be backed out in sufficient number for examination and in all cases treenails to be backed out in the bilges; where the iron bolts cannot be backed out, these parts must be rebolted if required by the Surveyors. Particular attention must be given to the bolts which are driven through the outside planking about the waterline (if of iron), the throat bolts of the iron knees and also the planks through which they are driven.

For the examination of the frames, the vessel must be

opened inside by a listing from 3 to 4 inches wide, cut midway between the air-courses and the keelson over 1/3 of the vessel's length from each end on both sides. When the bilge strakes are 5 inches or more in thickness, this listing must be cut in the first strake above the bilge strakes and in this case a second listing of the same width must be cut in the first strake below the bilge strakes for 1/3 of the vessel's length from each end on both sides. Listings cut for a former survey may be admitted in this case.

Should signs of decay or dry rot be found, the Surveyors may require the removal of planks at the suspicious places and continue the openings as far as the case may require, and if necessary, cause the vessel to be opened from forward to aft.

Outside the vessel to be opened under the counter on both sides, half-way between the quarter-piece and the sternpost, for examination of the stern frames; planks to be removed in the topsides, on both sides, equal at least to one entire strake from stem to stern on each side. This opening to be made as near as practicable under the chain plates, but care must be taken that no openings be made opposite the air-courses, as they cannot be accepted for survey.

For coasting vessels under 14 feet depth of hold, these outside openings may be made by listings.

The deck plank next to the waterway or lockstrake to be removed for examination of the beam ends; the keelson, the rudder, the masts, the waterways, knight-heads, hooks, transoms, topsides, ceiling, the seams under the quarter-pieces and trailboards, and under the head-knees and all other parts of the vessel and her appurtenances are to be carefully examined.

Additional bolts must be driven through the keelson into keel if iron fastened (not galvanized) and not recently rebolted and when the bolts cannot be backed out for examination.

The Surveyors shall carefully ascertain the condition of the bottom, and if necessary require the removal of the metal or wood sheathing for survey purposes.

The Surveyors shall ascertain the condition of the windlass, of the rudder and its appurtenances, of the pumps, boats, masts, spars, rigging, &c., &c.

The repairs required by the Surveyors must be executed under their superintendence.

The Administration, when specially requested by the Surveyors, may authorize a modification of the above prescribed survey.

§ 2. — The Administration will determine according to the report of the Surveyors, the character and term which are to be granted.

§ 3. — A continuation of the 3/3 character may be granted for a term of : 6 years, for vessels which have obtained *originally* a term of 12, 13, 14, 15 or 16 years; 5 years for those which have obtained originally 8, 9, 10 or 11 years; and 4 years for all others.

§ 4. — Vessels which have been submitted to the above survey before the time prescribed for it, shall obtain the years of prolongation they have a claim to, by being submitted to a survey regulated by the time which has elapsed since survey Article 12 was held.

§ 5. — The number of years for the 3/3 character shall not exceed the number of years granted originally, with the addition of the years allowed by § 3 of the present Article.

In some exceptional cases of good preservation however, and after a circumstanciated report of the Surveyors, the Administration may grant an additional extension of the 3/3 class, in one or more terms; the Administration shall then determine the survey to be held and the extension to be granted.

Vessels obtaining these exceptional extensions of class must be submitted to the periodical surveys prescribed by Article 6. When this is not attended to, the class may be withdrawn.



## ARTICLE 13

### CONTINUATION OF THE 3/3 CHARACTER AFTER REBUILDING.

§ 1. — The vessel can be restored to the 3/3 character when rebuilt, for a term not exceeding one-half of the original time, provided she be submitted to the following survey.

The Administration will, on receipt of a written application from the owner or his agent, appoint two Surveyors, who will hold the following survey :

§ 2. — The vessel to be placed in dry dock or on blocks; the decks, lockstrakes, waterways, covering boards, and the outside planking down to the light water-line, and all the ceiling and thickstrakes inside from light water mark down to be removed. All the remaining parts to be scraped or dubbed bright, the deadwoods, deadwood knees, stem, apron, sternpost, keelsons, keel, frames, and all other principal parts to be carefully sounded by boring and all that may be found defective to be renewed with new materials under the inspection of the Surveyors of the Administration. The quality of the material which has been used in the repairs shall determine the rate agreeably with Table B, and the term to be granted.

The surveyors must ascertain the condition of the rudder and its appurtenances, the pumps, boats, masts, spars, rigging, &c., &c.

§ 3. — In all cases the before-mentioned term shall commence from the date of the termination of the repairs.

§ 4. — The Administration will determine the character and number of years which are to be granted according to the report of the Surveyors, when the rebuilding is complete. *At the expiration of half the term of the restoration granted, the vessel must be submitted to the survey prescribed by Article 10;* when this is not attended to, the character will be suspended or withdrawn.

§ 5. — At the expiration of the restoration to the 3/3 character, this character can be continued for 3 years *maximum* after survey Art. 11.

## ARTICLE 14.

### FIRST TERM OF THE 5/6, 1.1. CHARACTER.

§ 1. — At the expiration of the 3/3 character, or of its continuation, the 5/6, 1.1. character may be assigned under the following conditions :

§ 2. — If submitted to *Survey Article 11* a first term of 4 years of the 5/6, 1.1. character may be granted to vessels having obtained *originally* a minimum term of 11 years, and 3 years for all others.

§ 3. — If submitted to the *Special Survey* (Art. 12) a first term of the 5/6, 1.1. character may be granted as follows :



## ARTICLES 14 AND 15

— 20 —

6 years to vessels having obtained *originally* a minimum term of 14, 15 or 16 years;

5 years to those having obtained *originally* a minimum of 11, 12 or 13 years;

and 4 years to all others.

## ARTICLE 15

### CONTINUATION OF THE 5/6, 1.1. CHARACTER.

§ 1. — At the expiration of the first term of the 5/6, 1.1. character assigned by Art. 14, the vessel in order to obtain the continuation of the 5/6, 1.1. character she is entitled to must be submitted either :

to the *Special Survey* (Art. 12) if the first term was obtained according to the requirements of the § 2, Article 14.

or to *Survey Article 11* if the first term was obtained according to the requirements of the § 3, Article 14.

§ 2. — The maximum term for which a vessel may be retained on the 5/6, 1.1. character, unless rebuilt, shall not exceed 10 years for vessels classed originally for a minimum term of 14 years; 9 years for those which have obtained 11, 12 or 13 years and 7 years for all others.

§ 3. — This maximum term is to be reckoned from the time of the expiration of the 3/3 character or of the extension allowed by Art. 11, 12 or 13.

§ 4. — No character can be assigned after special survey before the detailed report of the repairs has been approved of by the Administration.

### Exceptional continuation of the 5/6, 1.1. character.

§ 5. — When at the expiration of her maximum term of the 5/6, 1.1. character a vessel is found in such a good state of preservation as to justify the Surveyor to propose an exceptional continuation of the same character, he will send a special report to the Administration who will appoint a second Surveyor to proceed with him to a special survey of the vessel.

The vessel shall be surveyed according to Article 12, but the Surveyors may extend the outside and inside openings if considered necessary.

The maximum term assigned after this survey shall not exceed 6 years for the vessels of the 13 years' type and above, 5 years for those of 10 years' type and above, 4 for the others.

If the periodical surveys prescribed by article 6 are not complied with during these exceptional extensions, the character may be withdrawn.

ARTICLE 16.

**RESTORATION OF THE 5/6, 1.1. CHARACTER  
AFTER REBUILDING.**

§ 1. — Vessels whose outside and inside planking and decks have been renewed, and all defects made good or repaired under the inspection of the Surveyors of the Society, either at one time or by partial repairs at different times, may be restored to the 5/6, 1.1. character, for a total term not exceeding 10 years for vessels rated for a minimum term of 14 years; 9 years for those which have obtained 11, 12 or 13 years, and 7 years for all others.

§ 2. — The rates fixed according to Table B by the timber used in the original construction shall be modified by that used in the repairs, to which may be added the additional years allowed by Article 7 § 2, for the use of yellow metal or galvanized iron fastening and salting.

§ 3. — These terms of restoration shall in all cases commence from the date of completion of repairs, or if made at different times so as to complete finally the whole of the above mentioned requirements, from the date when the first of these repairs were effected.

§ 4. — To obtain this advantage, the vessel must be submitted to the survey required by Art. 15 § 1, and

the terms granted shall not exceed 6 years for those rated for at least 10 years, 5 years for those rated for at least 9 years, and 4 years for all others.

§ 5. — When on expiration of the term allowed by § 4, a balance of years is left to complete the total term allowed by § 1 of this Article, the extension will be granted, provided the vessel be submitted to the survey required by Article 10.

ARTICLE 17.

**5/6, \* 2.1. CHARACTER.**

§ 1. — At the expiration of the 5/6, 1.1. character, the vessel may be classed 5/6,\* 2.1.; she must then be submitted to the survey prescribed by Art. 10 and all necessary repairs must be executed to the Surveyor's satisfaction.

§ 2. — The first term of the 5/6,\* 2.1. character may be 4 years for vessels which have obtained *originally* a minimum term of 11 years, and 3 years for all others.

§ 3. — At the expiration of the first term of the 5/6,\* 2.1. character, the vessel in order to have this character continued must be submitted to a survey to be determined by the Administration, after a provisional survey by the Surveyor.

## ARTICLE 18.

## 3/4, 2.1. CHARACTER.

The 3/4, 2.1. character may be granted after the expiration of the periods fixed for the 5/6 character, for one year, provided that the vessel has been found to be in a good seaworthy condition at the time of the previous surveys and openings, regulated by the preceding Articles. The vessel must be moreover submitted to the survey prescribed by Art. 10.

## ARTICLE 19.

§ 1. — In case of disagreement between builder or owners and the Surveyors, in relation to the expected class, the dispute may be referred to a commission composed of two arbitrators, selected by both parties, and should they disagree, an umpire may be appointed by them, or by the chairman of the Tribunal or of the Chamber of Commerce at the request of either party. The commission must confine itself to examine the application of those Articles which have caused the dispute, and must in the award particularly state if the Surveyor has wrongly interpreted these Articles.

§ 2. — If the dispute is in relation to the amount and nature of the repairs or changes to be made agreeably

with the requirements of Articles 6, 9, 10, 11, 14, 15, 16, 17 and 18 for the maintenance or the prolongation of the 3/3, 5/6 and 3/4 characters within the limits fixed by Articles 2, 10, 11, 14, 15, 16, 17 and 18, the dispute is to be submitted to a commission composed of two arbitrators, one selected by each party; and should they disagree, a shipbuilder must be appointed as umpire by them, or by the chairman of the Tribunal or of the Chamber of Commerce. The conditions of the surveys required by Articles 6, 9, 10, 11, 14, 15, 16, 17 and 18 must be considered and mentioned in the award; the commission must decide on the amount and importance of the required repairs.

§ 3. — In case of disagreement between the builder and the Veritas Surveyor, during the building, on the interpretation of Articles 5, 7, 20, 21, 22, 23, 24, 25, 26, 27, 28, and Tables A, B, C, &c., the dispute must be submitted to a commission composed of two shipbuilders and the Veritas Surveyor; the two shipbuilders must be named by the chairman of the Tribunal or of the Chamber of Commerce, at the request of the owner or by mutual agreement.

No arbitration can be admitted after the vessel has been launched.

§ 4. — The Rules being the basis on which all vessels are classed in the Register Veritas, the decision of the

commission must be grounded on the Rules, and the decision will be without appeal.

§ 5. — The above mentioned commission cannot be admitted in cases of special survey covered by Articles 12 and 13.

§ 6. — The payment of the expenses incurred in the settlement of the matter in dispute, shall constitute the only claim that can be recovered from the party which fails.

§ 7. — Whether the vessel be classed or not the

survey fees, according to the scale, become due when the Surveyor has been requested to inspect the vessel.

§ 8. — The Administration does not hold itself responsible for any omissions or typographical errors which may exist in the Register or the Supplements. The parties interested are requested to examine the information given, and address their observations to the Administration. The errors or changes will be corrected in the Supplements. After the expiration of the class the vessel is retained in the Register without a character.

## RULES

FOR THE

## BUILDING OF WOODEN VESSELS

## ARTICLE 20.

## PRINCIPAL DIMENSIONS.

LENGTH. — The length to be taken from the after side of the stem to the fore side of the sternpost, measured on the range of the upper deck, or middle deck in three-deck vessels.

BREADTH. — The breadth to be taken inside the ceiling at the widest part of the vessel.

DEPTH. — The depth to be taken from the ceiling to the upper side of upper-deck beams at midship, and mid-length.

Seven-tenths of the sum arising from these dimensions multiplied into each other shall determine the scantlings, dimensions, &c., given in the annexed Tables. (*For anchors and chain cables, see Art. 27, § 5.*)

When iron or steel parts are employed in the construction of wooden vessels, such as beams, keelsons, etc., the scantling numbers for such parts shall be calculated

according to the Rules for iron and steel vessels, and their scantlings determined as per Tables annexed to said rules.

The durability of a vessel depends not only on the strength of the materials used, but also on the quality and on the care taken in building. In estimating the efficiency of the scantlings, compared with the dimensions given in Table A, the Surveyor must take into consideration the quality of the timber and the system of construction. The use of good and efficient materials is not in itself sufficient; the workmanship must also be good.

All the materials must be of good quality.

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KEEL. § 1. — The keel pieces not to be under 50 feet in length, except the forward and after lengths which may, if desired, be of short lengths, but in all cases must be properly shifted with the lower pieces of the deadwoods.

An outer or lower keel will be required, when the keel is composed of shorter lengths, and, in that case, the upper or main keel must have at least two-thirds, and the lower



keel one-half of the moulded size required by the Table of Scantlings A.

The rabbet to be cut in the keel, so as to leave a good back rabbet.

The scarphs of the keel to be flat, or horizontal and to have, in length, at least five times the moulding side of the keel. Keel scarphs and garboard strakes butts must not be placed under the masts and not nearer than six feet thereto.

The points of scarphs to have, in thickness, one-quarter of the full moulded size of the scarphed parts.

STEM. § 2. — The stem, whenever practicable, to be in one piece when in two pieces, the scarph to be in length at least three and a-half times the moulded size of the stem, and not to be near the bobstay plates, and in all cases, to be strengthened by an apron of suitable dimensions.

When the vessel is built without a fore-foot knee, the stem must step on the keel, and be connected with it by a tenon or hook; dovetail plates shall be fitted on each side of stem and keel.

STERNPOST. § 3.— The sternpost to be of one piece, properly stepped and connected with the keel by means of a tenon and dovetail plates on each side. A heel knee to be introduced in order to strengthen this connection.

FRAME. § 4. — Length of floors in midship body not to be less than half the vessel's beam, and the shift of timbers to be equal to  $1/7$ th of the main beam.

The forward and after cant timbers to be let into the deadwoods and their heels to be bolted through same.

The timbers at the light water mark and at the covering board to be of the dimensions required by Table A. The rough-tree stanchions to have the same dimensions as the top-timbers at the planksheer.

For the spacing of frames see Table A.

KNIGHTHEADS AND HAWSE TIMBERS. § 5.— The knightheads and hawse timbers must be in one length, and have double the siding of the frame.

STERN TIMBERS. § 6. — The moulding of the stern timbers to be one-third more at the heel than the heads of the top-timbers.

KEELSON. § 7. — The scarphs of the keelson to be properly shifted with those of the keel; their length to be equal to five times the moulding side of the keelson. A hog or rider keelson having  $2/3$ ds of the section of the main keelson, given in Table A, will be required, whenever the latter is composed of more than three lengths.

The hog keelson will be required, whenever the vessel's length exceeds 128 feet, or seven times her depth of hold in vessels exceeding 88 feet long.

Whenever the main keelson is smaller than required by the Table, a rider keelson is to be fitted of such dimensions that the resulting sectional area be  $1\frac{1}{2}$  times the tabular area.

CLAMPS. § 8. — The clamps to be scarphed. These scarphs to be  $3\frac{1}{2}$  times the width of the clamps. The lower deck clamps to have the same dimensions as those of the main-deck.

The scarphs of the clamps to be well shifted with those of the waterways; no scarphs are allowed in wake of main hatch.

BEAMS. § 9. — The beams to butt against a timber so that the throats of the hanging knees may be properly bolted; pillar stanchions to be introduced under every beam. Stanchions under every second beam will be allowed, when a fore-and-aft piece is introduced.

Stanchions under deck beams may be dispensed with in vessels classed for the great coasting trade (G) and employed in this navigation, provided the vessel's beam does not exceed thirty feet and under the following conditions: the spacing between the beams not to exceed 3 feet, all beams to be secured by hanging knees or knee-riders of the size required by the Rules, and all scantlings of beams, frames and keelson to exceed the requirements of Table A.

To obtain this exemption, the surveyor must submit his report for the approval of the Administration.

It is recommended to increase the scantlings of the beams placed at the ends of the large hatchway and mastpartners.

CARLINGS AND FORE-AND-AFTERS. § 10. — When carlings are required by the Rules, their dimensions to be equal to one-half the sectional area of the beams, and to be supported in the middle by fore-and-aft pieces having for dimensions one-half of the sectional area of the beams.

The fore-and-aft pieces for mast-partners and hatch-coamings to be three-fourths of the section required for the beams.

STANCHIONS. § 11. — The stanchions, when of wood, to be of a size equal to two-thirds the sectional area of the beams under which they are placed; they should be strongly fixed to the keelson and beams.

Iron stanchions to be one-sixteenth of an inch in diameter for every foot of the sum of the beam and depth. Tween-deck stanchions may be reduced 25 per cent in size.

SPIRKETTING. § 12. — When a spirketting is introduced, the thickness to be the same as that of the clamp, and the height from 2 to 4 inches above the waterway.

WATERWAYS. § 13. — A waterway to be fitted on each tier of beams. The different lengths of the waterways to be scarphed vertically, the scarphs having in length three and a-half times the moulding side of the waterway. The scarphs of the waterways to correspond as near as possible with the middle of the corresponding length of clamp underneath.

Vessels exceeding 92 feet in length must have a lockstrake or inner waterway, the butts or scarphs of which must be properly shifted with the scarphs of the waterway. It is recommended to fit the beam ends into a recess in the clamps.

INSIDE BILGE STRAKES. § 14. — The inside bilge strakes must extend from one strake below the floor heads (short floor heads in double floors) to one strake above the heels of the third futtocks; but in no case must their entire width be less than one-sixth of the vessel's beam.

LIMBER STRAKE. § 15. — Whenever the first futtocks (or naval timbers) do not meet in the middle line between the keelson and keel, a limber strake to be introduced, having the same dimensions as the inside bilge strakes, bolted through the floors, so as to secure the heels of the first futtocks or naval timbers.

WALES. § 16. — The wales to be in width one-third of the vessel's depth of hold, when the length from stem to

sternpost does not exceed six depths; the width of the wales to be increased to two-fifths the depth of hold, when the length attains eight depths.

OUTSIDE BILGE STRAKES. § 17. — The total width of the outside bilge strakes to be the same as that of the inside bilge strakes, and may be gradually reduced in thickness so as to correspond with the adjoining planks. The width of the planks not to exceed 12 inches.

If the outside bilge strakes are not of the size required by the Rules, the inside bilge strakes to be increased in proportion.

SHIFTING OF BUTTS. § 18. — The butts of all outside and inside planking to be regulated as follows :

The butts of two adjoining planks not to be nearer to each other than five feet; when there is a strake wrought between them, four feet will be allowed and where two strakes are wrought between them, three feet, and no butts to be on the same timber without three strakes between them; no plank to be less than twenty-two feet in length.

The butts of the garboard strakes not to be nearer to the butts of the scarphs of the keel than five feet.

The butts of the deck planks not to fall upon the carlings; the butts of two adjoining planks not to be nearer to each other than two spaces of beams; no butts to be on the same beam without having three strakes between them.

No deck plank to be less than 23 feet in length, except those at the forward and after ends, or between hatches.

REDUCTION OF THE PLANKING TOWARDS THE ENDS. § 19. — The outside and inside planking must retain the thickness required by the Rules over three-fifths of the vessel's length in midship, and towards the ends a gradual reduction will be allowed, so as to retain at the hood ends four-fifths of the thickness required in midship. However no reduction will be allowed on planks having less than 3 inches in thickness.

BREAST HOOKS AND CRUTCHES. § 20. — Vessels having less than 13 feet depth of hold must have three breast-hooks forward and one crutch aft; those having from 13 to 15 feet to have four breast-hooks forward and two crutches aft. Beyond this depth the mean spacing of the hooks and crutches in the hold not to exceed three feet.

The length of the hooks and crutches and their pointers, to be equal on each side to one-quarter of the vessel's beam.

The pointers of the lower hooks and crutches in the hold to cross the ceiling at an angle of 45 degrees.

When the pointers are of wood, their dimensions to be three-fourths the size of deck beams; and when in two lengths, to be connected by scarphs in length equal to three and a-half times the moulded size of pointers.

When of iron, the hooks and crutches must have the dimensions required by Table D.

TRANSOM KNEES. § 21. — The main transom to be connected to the sides by two horizontal knees.

WOOD KNEES. § 22. — The siding of wooden knees not to be less than eight-tenths the width of the piece to which they are bolted, and to be across the throat at least one and a-half times their siding.

The knees to be sufficiently long to receive from five to seven bolts in the side arm, and from three to four bolts in the beam arm.

All wooden knees to be natural crooks, and not to be cut across the grain.

POOPS AND FORECASTLES. § 23. — The framing of poops and forecastles to be formed by the extension of the top timbers.

A reduction of  $\frac{1}{4}$ th will be allowed on the moulding or thickness of the beams and all other parts of the poops and forecastles, from the corresponding parts of the main-deck.

A reduction of  $\frac{1}{4}$ th will be allowed on the siding and the moulding of the frame, when all the timbers extend to the poop- or forecastle deck. The space between the frames to be closed by a covering board so as to be watertight at the level of upper deck waterway.



The main-deck waterways, the clamps and thickstuff to extend from fore to aft without interruption.

HURRICANEDECK. § 24. — When the poop and the fore-castle are connected so as to cover the deck from fore to aft, such vessels are inserted in the Register under the denomination of *Hurricanedeck*.

The second deck in such vessels to be fitted in every respect as an exposed deck with scuppers and pipes leading to the bilges, and the scantlings of the second deck to be equal to those of the second deck in two- or three-deck vessels.

SPARDECK. § 25. — Vessels having two or three decks and no topgallant fore-castle or poop, intended for passengers or lightgoods, will be allowed a reduction of  $\frac{1}{4}$ th on the moulding or thickness of their scantlings above the second deck, of what is required for the corresponding parts in two- or three-deck vessels, not being spardeck vessels.

The length may be measured on the main deck, and the tabular depth reduced by half the height of the tweendeck.

Deckhouses on spardecks not to cover more than one-tenth of the surface of the deck.

When the windlass is fitted on the main-deck of hurricane or spardeck vessels, a watertight bulkhead is to be built before the foremast, and scuppers fitted at the corners.

SCUPPERS. § 26. — Scuppers of proper size and sufficient in number, to be fitted on all upper, main or lower decks.

§ 27. — When iron is substituted for wood in certain parts of the vessel, the dimensions of these parts to be regulated by the Rules for iron vessels, and a mid-ship section to be sent to the Direction by the Surveyor.

## ARTICLE 21.

SPACING OF BEAMS. § 1. — The spacing of beams on which a deck is to be laid not to exceed three feet three inches; this spacing shall be reduced if beams of lesser scantlings than those given by the tables are used; it may be increased if carlings are introduced.

§ 2. — Vessels having a depth amidships of from 8 to 13 feet between top of floors and under part of deck, will have, to the mast beams, and to the beams at ends of main hatch, knee-riders of sufficient length to receive two bolts through the floors.

§ 3. — Vessels having between 13 and 15 feet depth of hold to have hold beams under every second deck beam, except in the fore and after ends, where they are not required by rule.

§ 4. — Vessels having between 15 and 18 feet depth of hold to have hold beams under every second deck beam.



## ARTICLES 21 AND 22

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§ 5. — Vessels having 18 feet depth of hold to have hold beams under every deck beam and under every second deck beam alternately.

§ 6. — Vessels having 20 feet depth of hold to have hold beams under every deck beam.

§ 7. — The beams in all cases to correspond vertically with each other.

§ 8. — Vessels having 20 feet depth of hold and less than 24 feet, to have an orlop beam at the bow, near the pointers, between the keelson and the hold beams connected to the side by two horizontal knees at each end.

§ 9. — When the height between the beams is over 8 feet, a beam to be introduced at the bow between the beams, and connected with the side by two lodging knees at each end.

§ 10. — Vessels having over 24 feet depth of hold to have two full tiers of beams and orlop beams under every second hold beam.

§ 11. — Vessels having eighteen feet depth of hold and upwards to have mast partners fitted to the hold beams.

HATCHES. § 12. — No hatch to have more than 10 feet in length. The system of compensation must be submitted for the approval of the Administration, when larger hatches are required.

## ARTICLE 22

KNEES, STRAPS AND DIAGONALS. § 1. — All deck, 'tween-deck, poop, forecastle and orlop beams to be efficiently connected to the side by lodging knees or some other effective system of fastening equivalent thereto.

§ 2. — Vessels from 60 to 100 tons register to have six pairs of vertical hanging knees to main-hatch beams, and in wake of the rigging.

Vessels coming between the numbers 10,000 and 15,000 to have eight pairs of vertical hanging knees to the deck beams.

Those at 15,000 to have ten pairs of knees.

» 20,000 » twelve »

» 25,000 » fourteen »

» 30,000 » sixteen »

Those at 40,000 and upwards to have two vertical hanging knees to each deck beam, except in the ends of the vessel, when the angle is too acute (Table D).

§ 3. — All hold beams to have vertical hanging knees of the dimensions given by Table D, except at the ends, as above. The hanging knees in way of masts and main hatch to be of sufficient length to receive two bolts in the floor heads.

§ 4. — The knees and kneeriders in the ends of the vessel to be diagonal.

The beams of poops and forecastles to be provided with hanging knees.

§ 5. — When the vessel's length exceeds ten times the depth of hold, diagonal iron plates to be introduced outside on the timbers, from 6 to 8 feet apart: — Four of these diagonals to cross one another at right angles in midship. These plates to extend from the covering board to the floors, and to receive two bolts in each frame timber they cross.

Sizes of iron plates on frame:

For vessels of 300 tons and under,	$3\frac{1}{2}$ inches	by	$\frac{5}{8}$
» 300 to 500 tons,	4	»	by $\frac{1}{2}$
» 500 to 700 »	4	»	by $\frac{5}{8}$
» 700 to 1000 »	$4\frac{1}{2}$	»	by $\frac{3}{4}$
» 1000 to 1500 »	5	»	by $\frac{3}{4}$
» 1500 tons and above,	$5\frac{1}{2}$	»	by $\frac{3}{4}$

§ 6. — Vessels built of pine, hackmatack, larch or spruce, of 700 tons and upwards, to have iron straps on the frame as stated above; any other efficient system of strengthening may be accepted as an equivalent.

§ 7. — In vessels built of pine, larch, hackmatack, spruce, or other woods of the same kind, all hanging knees in the hold to be of sufficient length to receive

two bolts in the floorheads. The thickness of these kneeriders throughout may be  $\frac{1}{2}$  inch less than the thickness at throat bolts, indicated in Table D.

§ 8. — In case such vessels have short hanging knees-plain iron straps to be substituted between the beams, for the requirements in the preceding paragraph; these straps are to be bolted in the upper or lower deck clamps at the case may be.

## ARTICLE 23.

### BOLTS, SPIKES AND TREENAILS.

KEEL SCARPHS AND THEIR BUTTS. § 1. — The bolts in the scarphs of the keel and other principal parts not to be more than 12 inches apart.

The butts of the scarphs of the keel to be fastened by two bolts.

FRAME. § 2. — The frame timbers to be connected with four square frame bolts in each futtock.

The ends of floors and of first futtocks (naval timbers) to be bolted to the inside bilge or thick ceiling strakes, whenever double floors are used, these bolts to be clinched on rings of the same metal.

KNIGHTHEADS. § 3. — The knightheads to be bolted to the apron and to the hawse timbers.

## ARTICLE 23

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KEEL AND KEELSON. § 4.—The keel and keelson to be bolted in every floor timber; half of the bolts may be dump bolts, and must in that case be driven at least through  $\frac{3}{4}$  of the thickness of the keel; the other half to be clinched under the keel, or on the keelson when the vessel is hove down.

DEADWOODS. § 5. — The in and out bolts on the faying surfaces of the deadwoods not to be further apart than the keelson bolts.

These bolts to be driven through the stem and the sternpost and to be of copper or yellow metal, when the vessel is to be copper or metal sheathed.

MAIN TRANSOM. § 6. — The main transom to have two bolts diagonally through the sternpost, clinched outside.

CLAMPS AND THICKSTUFF. § 7. — The upper deck clamps and thickstrakes under them, of vessels under 300 tons register, to receive one bolt in each frame; when 300 tons and above to receive two bolts in each frame, driven through from outside and clinched on the inside.

The second and third deck clamps and thickstrakes under them to receive two bolts in each frame; these bolts may be clinched on the frame or on the clamp or thickstrake.

When, according to the Rules, the clamps are six inches in thickness or upwards, they must be tie-bolted to the thickstuff below them, having a bolt in every second room.

BEAMS. § 8. — The beam ends to be secured with a bolt driven through the waterway or stringer and the clamps.

WATERWAYS. § 9. — The upper deck waterways to be bolted into clamps through each beam end, and to have one through bolt in each frame clinched on the inside of waterways.

The same system of bolting to be adopted for the tween-deck and lower-deck stringers, but these bolts may be clinched on the frame, or on the stringer.

LOCK STRAKES. § 10.—The lock-strakes to have a through-bolt in every beam clinched on the under side, and a bolt in every frame driven through the waterway frame and outside planking, and clinched on the planking or on the lockstrake.

The same system of bolting to be adopted for the 'tween-deck and lower-deck stringers, but these bolts may be clinched on the frame, or on the stringer.

INSIDE BILGE STRAKES. § 11. — Besides the bolts and treenails required by § 14, each inside bilge strake to be secured with a through bolt in every third frame over  $\frac{3}{5}$ ths of the vessel's length amidships. These bolts to be driven through from the outside and clinched inside on rings of the same metal.

Two years shall be deducted from the term allowed by Table B, when these bolts are not driven through.

They shall be required whenever the vessel's class is continued or extended; when the bilge strakes are six inches or upwards in thickness, these strakes to be tie-bolted in every third room, independently of the bolts and treenails required by §§ 13 and 14.

GARBOARD STRAKES. § 12. — When the garboard strakes are six inches or upwards in thickness, they must be edge bolted into the keel in every second room, over  $\frac{3}{5}$ ths of its ength, independently of the bolts and treenails required by §§ 13 and 14.

BUTTS OF OUTSIDE AND INSIDE PLANKING. § 13. — All butts of outside planking to be secured by two bolts, at least one of which must be clinched inside on rings of the same metal. When the through bolt is driven through the timber next to the butt, the latter to be secured at each end with two dumpbolts.

Two years shall be deducted from the term allowed by Table B, when the butts are not throughbolted.

They shall be required whenever the vessel's class is continued or extended.

All inside planks when under 8 inches in width to receive one dumpbolt in each butt end, and two bolts when 8 inches or over.

OUTSIDE AND INSIDE PLANKING. § 14. — Outside planks under 8 inches in width to have two bolts or two treenails

in each frame (single fastening); when 8 inches wide and under 10, three bolts or treenails in each frame (double and single fastening); and when 10 inches and above, four bolts or treenails in each frame (double fastening).

Each inside plank to receive at least two treenails or two bolts in each frame. Additional dumpbolts to be driven when the treenails or bolts from the outside are not driven through in sufficient number, to comply with the above requirements.

Where dumpbolts are used they must be driven at least through three-fourths of the moulded size of the frame timbers, and every fifth bolt must be a through bolt clinched on the inside. Two-thirds of the bolts to be through and clinched on the inside when copper or yellow metal is used.

BILGES. § 15. — Vessels built of hackmatack, spruce, pine, or other woods of same quality, must have their bilges treenailed with locust or wood of equal quality to be entitled to the minimum of eight years given in Table B.

FLAT OF BOTTOM. § 16. — The outside planking in the flat of floor may be bolted with dump, or similar iron, or yellow metal bolts (copper excepted).

HOOKS AND CRUTCHES. § 17. — The iron hooks and crutches to be bolted with one strong bolt in the throat, through the apron and stem or sternpost. The arms to



have a bolt in each timber. All these bolts to be clinched on the outside.

When the hooks, crutches or pointers are made of wood, two bolts must be driven in each timber. These bolts must be clinched on rings; but every third bolt only will be requested to be driven through the outer planking.

KNEES. § 18. — All iron hanging or lodging knees to have three or four bolts in the beam arm, and according to their length, five or seven in the side arm of hanging knees, and the side arm of lodging knees to have one bolt in each timber. The distance between the throat bolt of hanging knees and the next bolt not to exceed nine inches.

Wooden knees to receive a larger number of bolts to the Surveyor's satisfaction.

§ 19. — All the bolts of iron knees or straps to be driven from inside, and clinched on outside planking. Those in the beam arms to be clinched on the beams.

In vessels built of pine, larch, hackmatack, spruce, birch, beech, elm or other woods of the same kind, all bolts of *iron* hanging knees, straps, crutches or breast-hooks must be driven through and clinched on the outside.

In vessels built of oak or woods of the same kind, the

throat bolts and the next bolt to it, of *iron* hanging knees must be driven through and clinched on the outside, all other bolts may be clinched alternately on the frame and on the outside planking.

All bolts to be driven through and clinched outside when cross chocks have been used in the frame.

The distance between the bolts, in iron riders, not to exceed eighteen inches above the bilge strakes, and ten inches in the bilge strakes.

COVERING-BOARDS. § 20. — The covering boards to be fastened by a clinched bolt through the rough-tree stanchions; and vertically through the sheerstrake and the waterway, by bolts spaced about 12 inches apart. When the width of the covering boards is made up of several pieces, they must be fastened together by one or more bolts in each space between the rough-tree stanchions.

FRAME BOLTS. § 21. — The size or diameter of the square iron or frame bolts to be one-twelfth of the siding of timbers.

BOLTS. § 22. — The bolts for all principal parts must have the diameters given in Table C; all other bolts to be in proportion to the parts which they connect, except the chain, ring and eye-bolts which should have nearly the double of the dimensions.



TREENAILS. § 23. — The size of oak or locust treenails to be in proportion to the size of the wood through which they pass. Their mean size for vessels of 200 tons to be  $7/8$  inch; for 300 tons, 1 inch; for 400 tons,  $1\frac{1}{8}$  inch; for 500 tons,  $1\frac{1}{4}$  inch, and  $1\frac{3}{8}$  inch for vessels of larger tonnage. When hackmatack, pine, or timber inferior to oak is used for treenails, their diameter must be increased by one-eighth of an inch.

They must be at least equal in quality to the material through which they are driven, free from knots and sap, well-seasoned young oak or locust being preferred.

They must be wedged inside athwart the fibre of the planking, and caulked outside.

SPIKES. § 24. — In vessels the frames of which are built of oak, clinched through-bolts and spikes may be substituted for treenails on the proportion of one bolt to every alternate timber.

The spikes to be at least an inch longer than twice the thickness of the planking they traverse, and to be galvanized when it is intended to salt the vessel.

§ 25.— All new vessels, iron or galvanized iron fastened and metal or copper sheathed over felt, will not be classed for a longer term than five years in the division they belong to.

The class is liable to be withdrawn if, after three years, the state of preservation of the fastenings under the

metal sheathing has not been ascertained by a Surveyor of the Veritas.

§ 26. — Vessels so fastened and sheathed may obtain the seven years' class, if the bolts are protected by felt and wood sheathing.

In that case the class is liable to be withdrawn if, after five years, the Surveyor has not been enabled to examine the state of the fastenings under the wood sheathing.

§ 27. — Vessels, iron or galvanized iron fastened which have obtained an original term exceeding 5, 6 or 7 years, to be subject to biennial surveys, when sheathed with metal or copper.

§ 28. — Vessels, which have their centre line fastened with iron bolts, and the bottom planking copper fastened, shall be registered as copper or metal fastened, and shall be inscribed in the Register, copper or metal fastened with the mark — Q. chv. fr. — (Keel iron fastened.)

When the wales are iron fastened they must be wood sheathed before being coppered or sheathed with yellow metal. Vessels so fastened, shall be inscribed copper or metal fastened, with the mark — Prc. chv. fr. — (Wales iron fastened).

Vessels which are partly iron and partly metal fastened under the metal sheathing shall be considered as iron

fastened, and shall be inscribed in the Register copper or metal, and iron fastened.

Vessels, which are metal sheathed, should have their deadwoods fastened with metal bolts even although the bolt heads are plugged.

Iron bolts not galvanized, are not allowed for the bolting of beech planking, or keels.

§ 29. — Iron bolts not to be nearer to the metal line than 12 inches.

§ 30. — Additional bolts must be driven through the keelson and the keel (unless the bolts can be backed out for examination) when the centre line is iron fastened (not galvanized). This will be required at least once in every eight years.

#### ARTICLE 24.

##### CAULKING.

§ 1. — The new or first caulking of planks requires a number of threads of tarred oakum proportionate to their size, making a difference between the part constantly under water, that only under water during a certain time, and that always above water, as topsides and decks.

§ 2. — The conditions of good caulking are :

1° The planks are to fit closely to each other on the inside; 2° the oakum to be of good quality, and to fill the seams well without passing entirely through.

#### ARTICLE 25.

##### THE BOTTOM AND SHEATHING.

§ 1. — If four years maximum have elapsed since the bottom was caulked, the butts, garboard seams, bilges and wood ends to be well examined and tried.

At this time the Surveyor shall require the bottom to be caulked if necessary. But if in his opinion the recaulking may be postponed, he shall fix a date (not exceeding two years) within which the recaulking has to take place, and a note to this effect shall be put on the certificate and survey report.

§ 2. — The Surveyor shall carefully examine the state of the sheathing and note its weight and how long it is likely to last.

§ 3. — The Surveyor must be called in whenever the bottom is caulked.

§ 4. — Vessels classed for Atlantic or Long voyages must be stripped, when the metal sheathing is over five years old.

§ 5. — When the wood sheathing or the boottopping is over seven years old they must be removed.

#### ARTICLE 26.

##### MASTS, RIGGING, RUDDER AND WINDLASS.

The masts, spars, rigging and the whole outfit, to be in good condition.

In vessels copper or yellow metal fastened, the rudder pintles and braces must be of brass to above the deep load water line. The bolts of rudder braces to be of copper.

The spindle of the windlass to extend the full length in one piece.

The length of the windlass must not exceed  $5\frac{1}{2}$  times the diameter of the body.

## ARTICLE 27.

### INVENTORY.

All vessels to be provided with anchors, chain cables and hawsers, as required by the Tables E<sup>1</sup> and E<sup>2</sup>, and to have two efficient hand pumps with spare lower and upper boxes.

The bores of the pumps not to be less than :

3	inches	for vessels under 300 tons.
4	" " "	over 300 not exceeding 600 tons.
5	" " "	" 600 " " 2000 "
6	" " "	" 2000 tons.

COASTING TRADE. § 1. — One complete suit of sails.

SPARE SAILS. — Sailing vessels to have : One foretopmast staysail, one trysail for fore- and aft-rigged vessels ; one foretopmast staysail, one foresail, one complete square topsail for square-rigged vessels.

ATLANTIC TRADE. § 2. — One complete suit of sails.

SPARE SAILS. — Sailing vessels to have : One jib, one foretopmast staysail, one trysail for fore- and aft-rigged vessels.

One jib, one foretopmast staysail, two complete topsails, one foresail, and one topgallant sail for square-rigged vessels.

SPARE SPARS. — Sailing vessels to have : One topmast, and one spar fit for a topmast and for a lower yard.

LONG VOYAGES. § 3. — One complete suit of sails.

SPARE SAILS. — Sailing vessels to have : One foresail, one mainsail, two complete topsails, two topgallantsails, one jib and one foretopmast staysail.

SPARE SPARS. — Sailing vessels to have : One top mast, one spar fit for a topmast and for a lower yard, and one topsail yard.

*All auxiliary steamers will be considered as sailing vessels.*

BOATS. § 4. — All vessels to have a boat fit to carry a stream anchor. Vessels under 100 tons register to have one boat; vessels over 100 tons and under 400 tons, to have two boats, and above this tonnage to have at least three boats, according to size, one of which must be fit to carry a stream anchor.

ANCHORS, CHAIN CABLES AND HAWSERS. § 5. — The weight of anchors, the diameter of chain cables and the circumference of hawsers will be determined by the numbers given in Tables E<sup>1</sup> and E<sup>2</sup> (the depth being in all cases measured to the upper deck), in which half the capacity of all the deck erections is added to the scantling numeral.

A reduction of one-third to be allowed on the number for the anchors and chain cables of fullpowered steamers.

§ 6. — Vessels supplied with Anchors or Chain Cables, which have been submitted to Veritas proofs at a testing machine recognized by the Administration, will be inserted in the Register with the following marks :

A. P. for Anchors.

C. P. for Chains.

A. & C. P. for Anchors and Chains.

All vessels built under special survey must have their anchors and chains tested as above stated. (See also Art. 5 § 4.)

§ 7. — Vessels may be classed provisionally without navigation mark, or marks of hull and stores, if the latter are not complete at the time when the class is granted.

#### ARTICLE 28.

Vessels which differ in their mode of construction or fastening from the Rules prescribed by the Veritas can be classed for a term determined by the minimum of years granted in Table B to the timber used in the construction, and by the additional years granted by Art. 7, provided that the materials, scantlings, fastenings &c., are of the very best quality and efficiency.

Paris, 1<sup>st</sup> January 1908.

EDMOND BAL,  
*Acting Director.*

A. BERLHE DE BERLHE,  
*Chief of the Technical Department.*

# TABLES





Table A<sup>0</sup>. — DIMENSIONS OF TIMBER. — RUDDER. — WINDLASS.

NUMBERS (IN FEET) (L × B × D) × 0.7.	2,000		2,500		3,000		3,500		4,250		5,000		6,250		7,500		10,000	
	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.	M.	S.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
Keel . . . . .	8 <sup>3</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	7	9	7 <sup>1</sup> / <sub>2</sub>	9	7 <sup>3</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	9
Stem and Sternpost. . . . .	9	6 <sup>1</sup> / <sub>4</sub>	9	6 <sup>3</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	7	9 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	10	8 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	9
Timber and space. . . . .	13		13 <sup>1</sup> / <sub>4</sub>		13 <sup>3</sup> / <sub>4</sub>		14 <sup>1</sup> / <sub>4</sub>		14 <sup>1</sup> / <sub>2</sub>		15 <sup>1</sup> / <sub>4</sub>		15 <sup>3</sup> / <sub>4</sub>		16 <sup>1</sup> / <sub>4</sub>		16 <sup>1</sup> / <sub>2</sub>	
Floor timbers . . . . .	6 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>	7	3 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	4	8 <sup>1</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	5	9	5 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	9 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>
Timbers at light water mark . . . . .	5	3 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	4	5 <sup>3</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>2</sub>	5 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	6	5	6 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>
Timbers at covering board . . . . .	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>	3 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	4	4	4 <sup>1</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	4 <sup>3</sup> / <sub>4</sub>	5	5	5 <sup>1</sup> / <sub>4</sub>	5	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>4</sub>	6
Keelson . . . . .	8 <sup>1</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	9	9	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	13	13	13 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>2</sub>
Wingtransom . . . . .	—		—		—		—		—		9		9 <sup>1</sup> / <sub>2</sub>		9 <sup>3</sup> / <sub>4</sub>		9 <sup>3</sup> / <sub>4</sub>	
Covering board and waterway (in one piece) . . . . .	2 <sup>1</sup> / <sub>2</sub>	9 <sup>3</sup> / <sub>4</sub>	2 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	2 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>	11	3 <sup>3</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>	4	12 <sup>1</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>4</sub>	12 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	13
Deck clamps. . . . .	2 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	3	8 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub>	9	4	9 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>2</sub>	9 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>
Thick strakes . . . . .	2	7 <sup>3</sup> / <sub>4</sub>	2	7 <sup>3</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	2 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	2 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	3	8 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>	9	3 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>
Deck beams . . . . .	3 <sup>1</sup> / <sub>2</sub>	5	4 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	5	6 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub>	7	6 <sup>1</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	7	8 <sup>1</sup> / <sub>4</sub>	7	8 <sup>3</sup> / <sub>4</sub>
Lock strake. . . . .	—		—		2 <sup>3</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>4</sub>	2 <sup>3</sup> / <sub>4</sub>		6 <sup>1</sup> / <sub>4</sub>	2 <sup>3</sup> / <sub>4</sub>		6 <sup>3</sup> / <sub>4</sub>	3		7	3		7
Ceiling. . . . .	1		1 <sup>1</sup> / <sub>4</sub>		1 <sup>1</sup> / <sub>2</sub>		1 <sup>1</sup> / <sub>2</sub>		1 <sup>3</sup> / <sub>4</sub>		1 <sup>3</sup> / <sub>4</sub>		1 <sup>3</sup> / <sub>4</sub>		2		2	
Bilge strakes (inside and outside) . . . . .	2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>3</sup> / <sub>4</sub>		3		3		3 <sup>1</sup> / <sub>4</sub>	
Garboard. . . . .	2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>3</sup> / <sub>4</sub>		3		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		4	
Wales. . . . .	2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>3</sup> / <sub>4</sub>		3		3		3	
Strakes above and below the wales . . . . .	1 <sup>1</sup> / <sub>4</sub>		1 <sup>1</sup> / <sub>2</sub>		1 <sup>3</sup> / <sub>4</sub>		1 <sup>3</sup> / <sub>4</sub>		2		2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>2</sub>	
Deck planks. . . . .	1 <sup>3</sup> / <sub>4</sub>		2		2		2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>1</sup> / <sub>2</sub>	
Mainpiece of rudder . . . . .	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	8 <sup>1</sup>	8 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	9	9	9 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>2</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>
Diameter of pintles . . . . .	1 <sup>1</sup> / <sub>4</sub>		1 <sup>1</sup> / <sub>4</sub>		1 <sup>1</sup> / <sub>4</sub>		1 <sup>1</sup> / <sub>4</sub>		1 <sup>1</sup> / <sub>4</sub>		1 <sup>1</sup> / <sub>2</sub>		1 <sup>1</sup> / <sub>2</sub>		1 <sup>1</sup> / <sub>2</sub>		1 <sup>1</sup> / <sub>2</sub>	
Number of pintles. . . . .	3		3		3		3		3		3		3		3		3	
Diameter of windlass . . . . .	7		7 <sup>1</sup> / <sub>2</sub>		7 <sup>3</sup> / <sub>4</sub>		7 <sup>3</sup> / <sub>4</sub>		8		8 <sup>3</sup> / <sub>4</sub>		9		9 <sup>1</sup> / <sub>2</sub>		9 <sup>3</sup> / <sub>4</sub>	
Diameter of windlass spindle . . . . .	2		2		2		2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>	

REDUCTIONS AND AUGMENTATIONS. — The above Table gives the principal dimensions for Vessels built of Oak Timber. A reduction from 1/8th to 1/10th in the moulding side or thickness is allowed for Oak of the South of France (Provence), and of Italy, also for Timber classed 12 in Table B. The dimensions of Pine, Spruce and Birch, to be augmented 1/5th in the moulding side or thickness ; this augmentation to be of 1/8th for Pitchpine, Larch, Hackmatack, or Red Pine. These augmentations to be doubled for all inside planking, such as clamps ; thick stuff, bilge strakes, and ceiling ; for pitchpine, however, these augmentations may be limited to 1/8 everywhere.

This Table, which refers to a somewhat different pattern of construction, may be used for vessels whose numeral is under 15000, in lieu of Table A<sup>1</sup>.

Table A<sup>1</sup>. — DIMENSIONS OF TIMBER. — RUDDER. — WINDLASS.

NUMBERS (IN FEET) (L × B × D) × 0.7.	5,000		7,500		10,000		15,000		20,000		25,000		30,000	
	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.
Keel. . . . .	9 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	9	11	9 <sup>1</sup> / <sub>2</sub>	11 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	13	11
Stem and sternpost. . . . .	9 <sup>3</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	9	12 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	11
Timber and space. . . . .	19 <sup>3</sup> / <sub>4</sub>		19 <sup>3</sup> / <sub>4</sub>		19 <sup>3</sup> / <sub>4</sub>		19 <sup>3</sup> / <sub>4</sub>		20 <sup>3</sup> / <sub>4</sub>		20 <sup>3</sup> / <sub>4</sub>		22	
Floor timbers. . . . .	9 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	9 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>
Timbers at light water mark. . . . .	6 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>4</sub>	6	6 <sup>3</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	7	8 <sup>1</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>
Timbers at covering board. . . . .	4 <sup>3</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>4</sub>	5	4 <sup>3</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	6	5 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>4</sub>	6	6 <sup>1</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>4</sub>
Keelson. . . . .	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>4</sub>	13 <sup>1</sup> / <sub>4</sub>	13	13 <sup>1</sup> / <sub>4</sub>	13 <sup>1</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>4</sub>	15	14 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>4</sub>	15 <sup>1</sup> / <sub>4</sub>	15 <sup>3</sup> / <sub>4</sub>	15 <sup>3</sup> / <sub>4</sub>
Wingtransom. . . . .	9	9	9 <sup>3</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>4</sub>	11	10 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>
Upper and lower deck clamps. . . . .	4 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	5 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>	11	6	11	6	11 <sup>1</sup> / <sub>2</sub>
Thick strakes under ditto. . . . .	3 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>4</sub>	4	10 <sup>1</sup> / <sub>2</sub>
Deck beams. . . . .	6 <sup>3</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	7	8 <sup>1</sup> / <sub>4</sub>	7	8 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	9	7 <sup>1</sup> / <sub>2</sub>	9	7 <sup>3</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>
Hold and orlop beams. . . . .	—		—		—		—		9		9		9 <sup>1</sup> / <sub>2</sub>	
Deck and 'tweendeck waterways or stringers. . . . .	7	6 <sup>3</sup> / <sub>4</sub>	7	7	7 <sup>1</sup> / <sub>2</sub>	7	7 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>
Deck and 'tweendeck lock strakes. . . . .	—		—		—		—		—		—		4 <sup>1</sup> / <sub>4</sub>	
Ceiling above and below bilge strakes. . . . .	1 <sup>1</sup> / <sub>2</sub>		1 <sup>3</sup> / <sub>4</sub>		2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>	
Bilge strakes. . . . .	2 <sup>3</sup> / <sub>4</sub>		3		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>		4		4 <sup>1</sup> / <sub>4</sub>	
Garboard strakes. . . . .	3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		4		4 <sup>1</sup> / <sub>4</sub>		4 <sup>3</sup> / <sub>4</sub>		5 <sup>1</sup> / <sub>4</sub>		5 <sup>1</sup> / <sub>2</sub>	
Wales. . . . .	2 <sup>3</sup> / <sub>4</sub>		3		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>		4		4 <sup>1</sup> / <sub>4</sub>	
Strakes above and below the wales. . . . .	2		2 <sup>1</sup> / <sub>4</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>	
Deck planks (fir or pine). . . . .	2 <sup>1</sup> / <sub>2</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>1</sup> / <sub>2</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>	
'Tween deck planks (fir or pine). . . . .	—		—		—		—		—		—		—	
Covering board. . . . .	2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>	
Mainpiece of rudder. . . . .	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	11	11	11 <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>
Number of rudder pintles. . . . .	3		3		3		3		3		4		4	
Diameter of rudder pintles. . . . .	1 <sup>7</sup> / <sub>16</sub>		1 <sup>8</sup> / <sub>16</sub>		1 <sup>9</sup> / <sub>16</sub>		1 <sup>10</sup> / <sub>16</sub>		1 <sup>11</sup> / <sub>16</sub>		1 <sup>14</sup> / <sub>16</sub>		2	
Diameter of windlass (without the whelps). . . . .	7 <sup>3</sup> / <sub>4</sub>		9 <sup>1</sup> / <sub>2</sub>		10 <sup>1</sup> / <sub>2</sub>		11 <sup>3</sup> / <sub>4</sub>		13		13 <sup>1</sup> / <sub>4</sub>		14 <sup>1</sup> / <sub>4</sub>	
Diameter of spindle. . . . .	2 <sup>2</sup> / <sub>16</sub>		2 <sup>4</sup> / <sub>16</sub>		2 <sup>5</sup> / <sub>16</sub>		2 <sup>7</sup> / <sub>16</sub>		2 <sup>9</sup> / <sub>16</sub>		2 <sup>11</sup> / <sub>16</sub>		2 <sup>13</sup> / <sub>16</sub>	

REDUCTIONS AND AUGMENTATIONS. — The above Table gives the principal dimensions for Vessels built of Oak Timber. A reduction from 1/8th to 1/10th in the moulding side or thickness is allowed for Oak of the South of France (Provence), and of Italy, also for Timber classed 12 in Table B. The dimensions of Pine, Spruce and Birch, to be augmented 1/5th in the moulding side or thickness; this augmentation to be of 1/8th for Pitch Pine, Larch, Hackmatack, or Red Pine. These augmentations to be doubled for all inside planking, such as clamps, thick stuff, bilge strakes, and ceiling; for pitchpine, however, the augmentations may be limited to 1/8 everywhere.

Table A<sup>2</sup>. — DIMENSIONS OF TIMBER. — RUDDER. — WINDLASS.

NUMBERS (IN FEET) $L \times B \times D \times 0.7$ .	35,000		40,000		45,000		50,000		55,000		60,000		65,000	
	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.
Keel . . . . .	13 <sup>3</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>	15	12 <sup>1</sup> / <sub>4</sub>	15 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>2</sub>	15 <sup>3</sup> / <sub>4</sub>	13	16 <sup>1</sup> / <sub>4</sub>	13 <sup>1</sup> / <sub>4</sub>	16 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>4</sub>
Stem and sternpost. . . . .	15 <sup>1</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	15 <sup>3</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>	16 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>4</sub>	16 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	17	13	17 <sup>1</sup> / <sub>4</sub>	13 <sup>1</sup> / <sub>4</sub>	17 <sup>1</sup> / <sub>4</sub>	13 <sup>1</sup> / <sub>4</sub>
Timber and space . . . . .	22		23 <sup>1</sup> / <sub>4</sub>		23 <sup>1</sup> / <sub>4</sub>		24 <sup>1</sup> / <sub>2</sub>		24 <sup>1</sup> / <sub>2</sub>		25 <sup>1</sup> / <sub>2</sub>		26 <sup>1</sup> / <sub>4</sub>	
Floor timbers. . . . .	12 <sup>1</sup> / <sub>4</sub>	9	12 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>2</sub>	13	9 <sup>1</sup> / <sub>2</sub>	13 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	13 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	13 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>
Timbers at light water mark . . . . .	9	7 <sup>3</sup> / <sub>4</sub>	9	8 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	8 <sup>1</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	8 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	9	10 <sup>1</sup> / <sub>4</sub>	9
Timbers at covering board . . . . .	6 <sup>3</sup> / <sub>4</sub>	6 <sup>1</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	6 <sup>3</sup> / <sub>4</sub>	7	6 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	7	7 <sup>1</sup> / <sub>2</sub>	7	7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>	7 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>
Keelson . . . . .	16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>4</sub>	17	16 <sup>1</sup> / <sub>2</sub>	17 <sup>1</sup> / <sub>4</sub>	17	17 <sup>3</sup> / <sub>4</sub>	17 <sup>1</sup> / <sub>4</sub>	18	17 <sup>3</sup> / <sub>4</sub>	18	18	18 <sup>1</sup> / <sub>2</sub>	18
Wingtransom . . . . .	12 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>2</sub>	13	13	13 <sup>3</sup> / <sub>4</sub>	13 <sup>1</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>4</sub>	13 <sup>3</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>4</sub>	15	14 <sup>1</sup> / <sub>2</sub>	15	15
Upper and lower deck clamps . . . . .	6 <sup>1</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	7	11 <sup>1</sup> / <sub>2</sub>	7	11 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	11 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	11 <sup>3</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>2</sub>	11 <sup>3</sup> / <sub>4</sub>
Thick strakes under ditto . . . . .	4	10 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	4 <sup>1</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>2</sub>	4 <sup>3</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub>	11 <sup>3</sup> / <sub>4</sub>
Deck beams . . . . .	8 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	8 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	9	10 <sup>1</sup> / <sub>2</sub>	9	10 <sup>1</sup> / <sub>2</sub>	9	11	9	11
Hold and orlop beams. . . . .	9 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>4</sub>	12 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	13	10 <sup>1</sup> / <sub>2</sub>	13
Deck and 'tweendeck waterways or stringers . . . . .	9	9	9 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>2</sub>	9 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>4</sub>	10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub>	11	10 <sup>1</sup> / <sub>2</sub>
Deck and 'tweendeck lock strakes . . . . .	4 <sup>1</sup> / <sub>2</sub>	9	4 <sup>3</sup> / <sub>4</sub>	9 <sup>1</sup> / <sub>2</sub>	4 <sup>3</sup> / <sub>4</sub>	9 <sup>3</sup> / <sub>4</sub>	5	9 <sup>3</sup> / <sub>4</sub>	5	10 <sup>1</sup> / <sub>4</sub>	5	11	5 <sup>1</sup> / <sub>2</sub>	11
Ceiling above and below bilge strakes . . . . .	2 <sup>3</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>	
Bilge strakes . . . . .	4 <sup>1</sup> / <sub>4</sub>		4 <sup>3</sup> / <sub>4</sub>		4 <sup>3</sup> / <sub>4</sub>		5		5		5		5	
Garboard strakes . . . . .	5 <sup>1</sup> / <sub>2</sub>		6		6 <sup>1</sup> / <sub>4</sub>		6 <sup>1</sup> / <sub>4</sub>		6 <sup>3</sup> / <sub>4</sub>		6 <sup>3</sup> / <sub>4</sub>		7	
Wales . . . . .	4 <sup>1</sup> / <sub>4</sub>		4 <sup>3</sup> / <sub>4</sub>		4 <sup>3</sup> / <sub>4</sub>		5		5		5		5	
Strakes above and below the wales . . . . .	2 <sup>3</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>	
Deck planks (fir or pine). . . . .	3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>4</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>		3 <sup>1</sup> / <sub>2</sub>	
'Tweendeck planks (fir or pine) . . . . .	—		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>		2 <sup>3</sup> / <sub>4</sub>	
Covering board . . . . .	4		4		4 <sup>1</sup> / <sub>4</sub>		4 <sup>1</sup> / <sub>4</sub>		4 <sup>3</sup> / <sub>4</sub>		4 <sup>3</sup> / <sub>4</sub>		5	
Mainpiece of rudder. . . . .	13 <sup>1</sup> / <sub>4</sub>	13 <sup>1</sup> / <sub>4</sub>	13 <sup>3</sup> / <sub>4</sub>	13 <sup>3</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>4</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	15		15 <sup>1</sup> / <sub>4</sub>	15 <sup>1</sup> / <sub>4</sub>	15 <sup>3</sup> / <sub>4</sub>	15 <sup>3</sup> / <sub>4</sub>
Number of rudder pintles . . . . .	4		4		4		4		4		4		4	
Diameter of rudder pintles . . . . .	2 <sup>2</sup> / <sub>16</sub>		2 <sup>4</sup> / <sub>16</sub>		2 <sup>6</sup> / <sub>16</sub>		2 <sup>7</sup> / <sub>16</sub>		2 <sup>9</sup> / <sub>16</sub>		2 <sup>10</sup> / <sub>16</sub>		2 <sup>11</sup> / <sub>16</sub>	
Diameter of windlass (without the whelps) . . . . .	15 <sup>1</sup> / <sub>4</sub>		15 <sup>3</sup> / <sub>4</sub>		16 <sup>1</sup> / <sub>4</sub>		17		17 <sup>1</sup> / <sub>4</sub>		17 <sup>3</sup> / <sub>4</sub>		18	
Diameter of spindle . . . . .	2 <sup>15</sup> / <sub>16</sub>		3 <sup>1</sup> / <sub>16</sub>		3 <sup>3</sup> / <sub>16</sub>		3 <sup>5</sup> / <sub>16</sub>		3 <sup>6</sup> / <sub>16</sub>		3 <sup>8</sup> / <sub>16</sub>		3 <sup>9</sup> / <sub>16</sub>	

REDUCTIONS AND AUGMENTATIONS. — The above Table gives the principal dimensions for Vessels built of Oak Timber. A reduction from 1/8th to 1/10th in the moulding side or thickness is allowed for Oak of the South of France (Provence), and of Italy, also for Timber classed 12 in table B. The dimensions of Pine, Spruce and Birch, to be augmented 1/5th in the moulding side or thickness; this augmentation to be of 1/8th for Pitch Pine, Larch, Hackmatack, or Red Pine. These augmentations to be doubled for all inside planking, such as clamps, thick stuff, bilge strakes, and ceiling; for pitchpine however, these augmentations may be limited to 1/8 everywhere.

Table A<sup>3</sup>. — DIMENSIONS OF TIMBER. — RUDDER. — WINDLASS

NUMBERS (IN FEET) (L×B×D)×0.7	70,000		75,000		80,000		90,000		100,000		110,000	
	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.
Keel . . . . .	17	13 3/4	17 1/4	13 3/4	17 3/4	14 1/4	18	14 1/2	18 1/2	15	19	15 1/4
Stem and sternpost . . . . .	17 3/4	13 3/4	18	13 3/4	18	14 1/4	19	14 1/2	19 1/4	15	19 1/4	15 1/4
Timber and space . . . . .	26 3/4		27 1/4		28		28 3/4		28 3/4		29 1/4	
Floor timbers . . . . .	14 1/2	10 1/2	14 1/2	11	15	11	15 1/4	11 1/2	15 1/4	11 1/2	15 3/4	11 3/4
Timbers at light water mark . . . . .	10 1/4	9 1/2	10 1/4	9 1/2	10 1/2	9 3/4	10 1/2	9 3/4	10 1/2	10 1/4	10 1/2	10 1/4
Timbers at covering board . . . . .	7 3/4	7 1/2	7 3/4	7 3/4	7 3/4	7 3/4	8 1/4	7 3/4	8 1/4	8 1/4	8 3/4	8 1/4
Keelson . . . . .	18 1/2	18 1/2	19	18 1/2	19 1/4	19	19 3/4	19 1/4	20	19 3/4	20 1/2	20
Wingtransom . . . . .	15 1/4	15	15 3/4	15 1/4	15 3/4	15 3/4	16 1/4	15 3/4	16 1/2	16 1/4	16 1/2	16 1/2
Upper and lower deck clamps . . . . .	7 3/4	11 3/4	7 3/4	11 3/4	8 1/4	11 3/4	8 1/4	11 3/4	8 3/4	11 3/4	8 3/4	11 3/4
Thick strakes under ditto . . . . .	5	11 3/4	5	11 3/4	5	11 3/4	5	11 3/4	5 1/2	11 3/4	5 1/2	11 3/4
Deck beams . . . . .	9 1/2	11	9 1/2	11	9 1/2	11 1/2	9 3/4	11 1/2	9 3/4	11 1/2	9 3/4	11 1/2
Hold and orlop beams . . . . .	10 1/2	13 3/4	10 1/2	13 1/4	11	13 3/4	11 1/2	14 1/4	11 1/2	14 1/2	11 3/4	14 1/2
Deck and 'tweendeck waterways or stringers . . . . .	11 1/2	11	11 1/2	11 1/2	11 3/4	11 3/4	12 1/4	12 1/4	13	12 1/2	13 1/4	13 1/4
Deck and 'tweendeck lock strakes . . . . .	5 1/2	11 1/2	5 1/2	11 3/4	6	11 3/4	6 1/4	11 3/4	7	11 3/4	7 1/2	11 3/4
Ceiling above and below bilge strakes . . . . .	3 1/2		3 1/2		3 1/2		4		4		4	
Bilge strakes . . . . .	5 1/2		5 1/2		5 1/2		6		6		6 1/4	
Garboard strakes . . . . .	7		7 1/2		7 1/2		7 3/4		7 3/4		7 3/4	
Wales . . . . .	5 1/2		5 1/2		5 1/2		6		6		6 1/4	
Strakes above and below the wales . . . . .	4		4		4		4		4 1/4		4 1/4	
Deck planks (fir or pine) . . . . .	3 1/2		3 1/2		4		4		4		4	
'Tweendeck planks (fir or pine) . . . . .	3 1/4		3 1/4		3 1/4		3 1/4		3 1/4		3 1/4	
Covering board . . . . .	5		5		5		5		5		5	
Mainpiece of rudder . . . . .	15 3/4	15 3/4	15 3/4	15 3/4	16 1/4	16 1/4	16 1/2	16 1/2	17	17	17 1/4	17 1/4
Number of rudder pintles . . . . .	4		4		4		4		4		4	
Diameter of rudder pintles . . . . .	2 12/16		2 14/16		2 15/16		3 1/16		3 2/16		3 4/16	
Diameter of windlass (without the whelps) . . . . .	18 1/2		19		19 1/4		20 1/2		20 3/4		21 1/4	
Diameter of spindle . . . . .	3 11/16		3 12/16		3 14/16		4 1/16		4 3/16		4 6/16	

REDUCTIONS AND AUGMENTATIONS. — The above Table gives the principal dimensions for Vessels built of Oak Timber. A reduction from 1/8th to 1/10th in the moulding side or tickness is allowed for Oak of the South of France (Provence), and of Italy, also for Timber classed 12 in Table B. The dimensions of Pine, Spruce and Birch, to be augmented 1/5th in the moulding side or thickness; this augmentation to be of 1/8th for Pitch Pine, Larch, Hackmatack, or Red Pine. These augmentations to be doubled for all inside planking, such as clamps, thick stuff, bilge strakes, and ceiling; for pitchpine however, these augmentations may be limited to 1/8 everywhere.



Table A<sup>4</sup>. — DIMENSIONS OF TIMBER. — RUDDER. — WINDLASS.

NUMBERS (IN FEET) (L×B×D)×0.7.	120,000		135,000		150,000		165,000		180,000		200,000	
	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.	M. in.	S. in.
Keel . . . . .	19 1/4	15 3/4	19 3/4	16 1/4	19 3/4	16 1/4	19 3/4	16 1/2	20	16 1/2	20	17
Stem and sternpost . . . . .	19 3/4	15 3/4	19 3/4	16 1/4	20	16 1/4	20	16 1/2	20 1/2	16 1/2	20 1/2	17
Timber and space . . . . .	29 1/4		29 1/4		30 1/4		30 1/4		30 1/4		30 1/4	
Floor timbers . . . . .	16 1/4	11 3/4	16 1/4	11 3/4	16 1/2	12 1/4	17	12 1/4	17	12 1/4	17 1/4	12 1/4
Timbers at light water mark . . . . .	10 1/2	10 1/4	10 1/2	10 1/4	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Timbers at covering board . . . . .	8 3/4	8 1/4	9	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4	9	8 3/4
Keelson . . . . .	20 3/4	20 1/2	21 1/4	20 3/4	21 3/4	21 1/4	22	21 3/4	22 1/2	22	22 1/2	22 1/2
Wingtransom . . . . .	17	17	17 1/4	17	17 3/4	17 1/4	17 3/4	17 3/4	18	17 3/4	18	18
Upper and lower deck clamps . . . . .	8 3/4	11 3/4	9	11 3/4	9	11 3/4	9 1/2	11 3/4	9 1/2	11 3/4	9 1/2	11 3/4
Thick strakes under ditto . . . . .	5 1/2	11 3/4	6	11 3/4	6	11 3/4	6	11 3/4	6 1/4	11 3/4	6 1/4	
Deck beams . . . . .	9 3/4	11 3/4	9 3/4	11 3/4	10 1/4	11 3/4	10 1/4	11 3/4	10 1/4	11 3/4	10 1/4	12 1/4
Hold and orlop beams . . . . .	11 3/4	15	12 1/4	15 1/4	12 1/2	15 3/4	13	15 3/4	13	15 3/4	13	16 1/4
Deck and 'tweendeck waterways or stringers . . . . .	13 3/4	13 3/4	14 1/2	14 1/4	15	14 1/2	15 1/4	15	15 3/4	15 1/4	15 3/4	15 3/4
Deck and 'tweendeck lock strakes . . . . .	7 3/4	11 3/4	8 3/4	11 3/4	9	11 3/4	9 1/2	11 3/4	9 3/4	11 3/4	10 1/2	11 3/4
Ceiling above and below bilge strakes . . . . .	4		4		4		4 1/4		4 1/4		4 1/4	
Bilge strakes . . . . .	6 1/4		6 3/4		7		7		7 1/2		7 1/2	
Garboard strakes . . . . .	8 1/4		8 1/4		8 1/4		8 1/4		8 1/4		8 3/4	
Wales . . . . .	6 1/4		6 3/4		6 3/4		7		7		7 1/2	
Strakes above and below the wales . . . . .	4 1/4		4 1/4		4 3/4		4 3/4		4 3/4		5	
Deck planks (fir or pine) . . . . .	4		4		4 1/4		4 1/4		4 1/4		4 1/4	
'Tweendeck planks (fir or pine) . . . . .	3 1/4		3 1/4		3 1/4		3 1/4		3 1/4		3 1/4	
Covering board . . . . .	5 1/2		5 1/2		5 1/2		5 1/2		5 1/2		6	
Mainpiece of rudder . . . . .	17 1/4	17 1/4	17 3/4	17 3/4	17 3/4	17 3/4	17 3/4	17 3/4	18	18	18	18
Number of rudder pintles . . . . .	4		4		4		4		4		4	
Diameter of rudder pintles . . . . .	3 5/16		3 6/16		3 7/16		3 8/16		3 10/16		3 11/16	
Diameter of windlass (without the whelps). . . . .	21 3/4		22 1/2		22 3/4		23 1/4		24		24 3/4	
Diameter of spindle . . . . .	4 8/16		4 9/16		4 10/16		4 10/16		4 10/16		4 10/16	

REDUCTIONS AND AUGMENTATIONS. — The above Table gives the principal dimensions for Vessels built of Oak Timber. A reduction from 1/8th to 1/10th in the moulding side or thickness is allowed for Oak of the South of France (Provence), and of Italy, also for Timber classed 12 in Table B. The dimensions of Pine, Spruce and Birch, to be augmented 1/5th in the moulding side or thickness; this augmentation to be of 1/8th for Pitch Pine, Larch, Hackmatack, or Red Pine. These augmentations to be doubled for all inside planking, such as clamps, thick stuff, bilge strakes, and ceiling; for pitchpine however, these augmentations may be limited to 1/8 everywhere.

Table B. — NUMBER OF YEARS ASSIGNED TO TIMBER USED IN SHIPBUILDING.

DESCRIPTION OF TIMBER	KEEL	STEM AND STERNPOST	APRON AND INNER POST	DEADWOODS	KNIGHTHEADS AND HAWSE TIMBERS	FLOORS	FIRST AND SECOND FUTTOCKS	TOPTIMBERS, STANCHIONS AND TRANSOMS	KEELSON	BEAMS AND CARLINGS, HOOKS AND POINTERS	KNEES	WINDLASS AND MAIN-PIECE OF RUDDER	BOTTOM PLANKING	PLANKING FROM BILGE UPWARDS	COVERING BOARDS, WATERWAYS, LOCKS, STRAKES AND SPINDLING	LIMBER STRAKES AND CEILING IN FLAT OF BOTTOM	CEILING AND INSIDE BILGE STRAKES	CLAMPS AND THICKSTUFF
Teak, Locust, Live Oak, African Oak, Southern Oak, Greenheart, and other timber of same quality . . . . .	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
American and European white Oak . . .	12	12	11	11	11	11	11	11	11	11	11	11	12	11	11	11	11	11
Pitch-Pine and Southern Larch and Pine .	10	9	9	9	9	9	10	*10	11	11	0	8	12	11	11	11	11	11
Oregon Pine. . . . .	8	8	9	9	9	9	9	9	10	10	9	8	11	10	9	10	10	10
Hacmatack, Juniper and common Larch. .	8	8	9	9	9	9	10	*10	9	9	11	7	10	9	9	9	9	9
Red Pine. . . . .	8	8	9	9	9	9	9	9	8	9	9	7	10	9	9	9	9	9
Common White Oak. . . . .	10	9	8	8	8	9	8	8	8	8	8	8	10	8	8	9	8	8
Yellow Birch and American rock Elm . .	12	9	8	8	8	9	8	8	8	0	0	8	12	8	8	9	8	0
Superior Spruce the growth of the Atlantic and Bay of Fundy Shores . . . . .	5	5	8	8	8	9	9	8	8	8	9	0	9	9	8	9	8	8
Common Spruce and Pine. . . . .	5	5	5	5	5	6	6	6	5	5	6	0	6	6	5	6	6	5
Elm, Maple and Beech. . . . .	12	4	4	4	4	4	4	4	4	4	0	4	12	4	0	4	4	4
Birch . . . . .	9	5	4	4	4	4	4	4	4	4	0	4	10	4	0	4	4	4
Hemlock . . . . .	0	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0

Elm, Maple, Birch and Beech may be used for floors in midships for half the length of keel in vessels otherwise entitled, by the present Table, to 9 years: when the vessels are salted these timbers may be used for naval timbers and first futtocks, for the same length as allowed for floors, in vessels otherwise entitled, by the present Table, to 6 years.

American rock elm may be used for inside bilge strakes, in vessels otherwise entitled by the present Table, to 9 years.

Hemlock is not admitted for masts or spars.

\* When salted, will rate 11 years.

Second-hand Timber not to be used in building unless specially authorised by the Committee, who will determine the number of years to which it may be entitled.

Table C. — DIAMETER OF IRON BOLTS.

Numbers (cubic feet) (L × B × D) × 0.7.	2,000	2,500	3,000	3,500	4,250	5,000	6,250	7,500	10,000	20,000	30,000	40,000	50,000	70,000	90,000	110,000	135,000	160,000	180,000	200,000	REMARKS
Keel, keelson, dead wood knees, throat bolts of wooden crutches.	Inch. 11/16	Inch. 12/16	Inch. 13/16	Inch. 13/16	Inch. 14/16	Inch. 14/16	Inch. 15/16	Inch. 15/16	Inch. 15/16	Inch. 1	Inch. 1 1/16	Inch. 1 2/16	Inch. 1 3/16	Inch. 1 4/16	Inch. 1 5/16	Inch. 1 6/16	Inch. 1 7/16	Inch. 1 8/16	Inch. 1 9/16	Inch. 1 10/16	Clinched on rings or washers.
Bolts through dead woods to be 2/16 more in diameter.																					
Scarphs of keel clamps, pointers, beam ends, and wooden knees.	Inch. 9/16	Inch. 10/16	Inch. 10/16	Inch. 11/16	Inch. 11/16	Inch. 11/16	Inch. 12/16	Inch. 12/16	Inch. 12/16	Inch. 13/16	Inch. 13/16	Inch. 14/16	Inch. 15/16	Inch. 1	Inch. 1 1/16	Inch. 1 1/16	Inch. 1 2/16	Inch. 1 3/16	Inch. 1 3/16	Inch. 1 3/16	Bolts of keel scarphs not to be more than 12 inches apart; clamps and pointers bolted in every timber.
Throat bolts of wooden knees to be 2/16 more in diameter.																					
Waterways, lock-strakes and bilges.	Inch. 9/16	Inch. 9/16	Inch. 10/16	Inch. 10/16	Inch. 10/16	Inch. 11/16	Inch. 11/16	Inch. 11/16	Inch. 12/16	Inch. 12/16	Inch. 13/16	Inch. 13/16	Inch. 14/16	Inch. 14/16	Inch. 15/16	Inch. 1	Inch. 1	Inch. 1 1/16	Inch. 1 2/16	Inch. 1 3/16	Bolts clinched inside.
Wales, ends of wooden knees, butts, and other bolts of the planking.	Inch. 7/16	Inch. 8/16	Inch. 8/16	Inch. 9/16	Inch. 9/16	Inch. 10/16	Inch. 10/16	Inch. 10/16	Inch. 10/16	Inch. 11/16	Inch. 12/16	Inch. 12/16	Inch. 12/16	Inch. 13/16	Inch. 14/16	Inch. 14/16	Inch. 15/16	Inch. 15/16	Inch. 1	Inch. 1	Bolts clinched inside.
For Vessels built of Pine, Spruce, Birch, or Timber of the same quality, the Diameter of Iron Bolts to be augmented by 1/12th. The Holes to have 2/16ths less in Diameter than the Bolts.																					

Table D. — DIMENSIONS OF IRON KNEES, STRAPS, BREAST-HOOKS AND CRUTCHES

NUMBERS  (cubic feet)  (L × B × D) × 0.7	No OF HANGING KNEES, &c.		WIDTH	THICKNESS					LENGTH OF BEAM ARM	LENGTH OF SIDE ARM	BOLTS				REMARKS
	DECK BEAMS	HOLD BEAMS		AT THROAT ACROSS ANGLES	AT THROAT BOLTS	AT END OF BEAM ARM	AT END OF SIDE ARM	THROAT BOLTS			INTER- MEDIATE BOLTS AND BOLTS OF KNEE RIDERS	POINT BOLTS			
2,000	6		I.	2 1/4	2 1/2	1 1/4	1/2	3/4	1.9		I.	11/16	5/8	—	Three bolts to beam arm and four to side arm.
2,500	8		I.	2 1/2	2 1/2	1 1/4	1/2	3/4	1.9		I.	11/16	5/8	—	
3,000	10		I.	2 3/4	2 3/4	1 1/2	1/2	3/4	1.9		I.	11/16	5/8	—	
3,500	10		I.	2 3/4	2 3/4	1 1/2	1/2	3/4	2.0		I.	11/16	11/16	—	
4,250	12		I.	3	2 3/4	1 3/4	1/2	3/4	2.0		I.	3/4	11/16	—	
5,000	12		I.	3	2 3/4	1 3/4	1/2	3/4	2.0		I.	3/4	3/4	—	
10,000	16		I.	3	2 3/4	1 3/4	1/2	3/4	2.0		I.	3/4	3/4	—	
15,000	20		I.	3	2 3/4	1 3/4	—	—	2.6		I.	7/8	3/4	—	
20,000	24		I.	3	3	1 3/4	—	—	2.6		I.	7/8	3/4	—	
25,000	28		I.	3	3	1 3/4	—	—	2.9		I.	1	7/8	3/4	Three bolts to beam arm and five to side arm.
30,000	32		I.	3 1/4	3 1/4	2	—	—	2.9		I.	1	7/8	3/4	
40,000			I.	3 1/4	3 1/4	2 1/4	—	—	3.0		I.	1	7/8	3/4	
50,000			I.	3 1/2	3 1/4	2 1/2	—	—	3.0		I.	1	7/8	3/4	
60,000			I.	3 3/4	3 1/2	2 3/4	—	—	3.3		I.	1 1/16	7/8	3/4	
70,000			I.	3 3/4	3 1/2	2 3/4	—	—	3.3		I.	1 1/16	7/8	3/4	
80,000			I.	4	3 1/2	3	—	—	3.6		I.	1 1/8	7/8	3/4	
90,000			I.	4 1/4	4	3	—	1	3.6		I.	1 1/8	1	3/4	
100,000			I.	4 1/4	4 1/4	3 1/4	—	—	3.9		I.	1 3/16	1	7/8	
125,000			I.	4 1/2	4 1/4	3 1/4	—	—	3.9		I.	1 1/4	1 1/8	7/8	Four bolts to beam arm, five or six to side arm.
150,000			I.	4 3/4	4 1/4	3 1/2	—	—	4.0		I.	1 1/4	1 1/8	7/8	
180,000			I.	5	4 1/2	3 1/2	3/4	—	4.0		I.	1 5/16	1 1/4	1	
200,000			I.	5 1/4	4 3/4	3 3/4	3/4	—	4.0		I.	1 3/8	1 1/4	1	

In three-deck vessels a reduction of 1/10th in weight will be allowed for the upper deck beam knees.

The vertical arm of the knees may be gradually tapered from the throat bolt to the end, to 1/2 inch less than the tabular thickness at throat bolt.

The intermediate part of staple knees may be 1/2 inch less than thickness at throat bolts

Lodging knees to be at least 3/4ths of the dimensions regulated above.

Breast-hooks and crutches to be 1/2 inch wider than straps; to be square at throat; arms to be 1/4 inch thicker than straps, and to retain the same proportions.

The united length of the arms to be equal in length to half the vessel's beam.

Table E<sup>1</sup>. — ANCHORS, CHAIN CABLES AND HAWSERS.

NUMBERS (cubic feet) $L \times B \times D \times 0,7 + \frac{1}{2}$ the capacity of the erections on deck (See Art. 25 § 7.)	NUMBER OF BOWERS	WEIGHT OF ANCHORS*					CHAIN CABLES *		TARRED HEMP AND STEEL HAWSERS							
		1 <sup>st</sup> AND 2 <sup>nd</sup> BOWERS EXCLUDING STOCK	3 <sup>d</sup> BOWER EXCLUDING STOCK	STREAM, STOCK INCLUDED	KEDGE, STOCK INCLUDED		DIAMETER	LENGTH	NUMBER	CIRCUMFERENCE						LENGTH OF EACH HAWSER
										HEMP	STEEL	HEMP	STEEL	HEMP	STEEL	
		Cwts.	Cwts.	Cwts.	Cwts.		Inches	Fathoms	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Fathoms
<b>CLOSE LINK CHAINS</b>																
2,000 and under 2,500	2	1 1/2	1	»	1/2	»	8/16	75	2	3 3/4	»	2 1/2	»	»	»	45
2,500 » 3,000	2	1 3/4	1 1/2	»	1/2	»	9/16	85	2	4 1/4	»	2 1/2	»	»	»	45
3,000 » 3,500	2	2	1 3/4	»	3/4	»	10/16	95	2	4 1/2	»	2 3/4	»	»	»	45
3,500 » 4,500	2	3	2	»	3/4	»	11/16	105	2	4 3/4	»	2 3/4	»	»	»	50
<b>STUD CHAINS</b>																
4,500 » 6,750	2	3 1/2	»	1	1/2	»	11/16	120	2	5	»	3	»	»	»	50
6,750 » 9,000	2	4 1/2	»	1 1/2	3/4	»	12/16	120	2	5	»	3	»	»	»	50
9,000 » 11,250	2	5	»	1 3/4	1	»	13/16	150	2	5 1/2	1 3/4	3	»	»	»	50
11,250 » 13,500	2	5 3/4	»	2	1	»	14/16	150	2	5 1/2	1 3/4	3 1/2	»	»	»	60
13,500 » 15,750	2	6 1/2	»	2 1/2	1 1/4	»	15/16	180	2	6	2	4	»	»	»	60
15,750 » 18,000	2	7 1/4	»	2 3/4	1 1/4	»	1	180	2	6	2	4	»	»	»	60
18,000 » 22,500	2	8 1/4	»	3	1 1/2	»	1 1/16	180	2	6 1/2	2 1/4	4	»	»	»	60
22,500 » 27,000	2	10	»	4 3/4	2 1/4	»	1 2/16	180	2	7	2 1/4	5	»	»	»	75
27,000 » 31,500	3	12	10 1/4	5	2 1/2	»	1 3/16	180	2	7 1/2	2 1/2	5 1/2	1 3/4	»	»	75
31,500 » 36,000	3	13 1/2	11 1/2	6	3	»	1 4/16	180	2	7 1/2	2 1/2	5 1/2	1 3/4	»	»	75
36,000 » 40,500	3	15 1/4	13	6 1/2	3 1/4	»	1 5/16	180	2	8	2 3/4	6	2	»	»	75
40,500 » 45,000	3	16 3/4	14 1/4	7	3 1/2	»	1 6/16	180	2	8 1/2	2 3/4	6 1/2	2 1/4	»	»	75
45,000 » 54,000	3	18	15 1/4	8	4	»	1 7/16	210	2	9	3	7	2 1/4	»	»	75

Vessels whose Anchors or Chains have been tested at a machine recognized by the Administration of the *Bureau Veritas* shall be inserted in the Register with the marks A. P. for anchors, — C. P. for chains, — A. & C. P. for anchors and chains.

\* For the proofs, and for list of recognized machines, see Tables E<sup>3</sup>, E<sup>4</sup> and H.

\*\* See Table E<sup>4</sup>.



Table E<sup>2</sup>. — ANCHORS, CHAIN CABLES AND HAWSERS.

NUMBERS (cubic feet) $L \times B \times D \times 0,7 + \frac{1}{2}$ the capacity of the erections on deck (See Art. 27 § 5.)	NUMBER OF BOWERS	WEIGHT OF ANCHORS *				STUD CHAIN CABLES *		HAWSERS							
		1 <sup>st</sup> AND 2 <sup>d</sup> BOWERS EXCLUDING STOCK	3 <sup>d</sup> BOWER EXCLUDING STOCK	STREAM, STOCK INCLUDED	KEDGE, STOCK INCLUDED	DIAMETER	LENGTH	NUMBER	CIRCUMFERENCE						LENGTH OF EACH HAWSER
									HEMP	STEEL	HEMP	STEEL	HEMP	STEEL	
		Cwts.	Cwts.	Cwts.	Cwts.	Inches.	Fathoms.		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Fathoms
54,000 and under 63,000	3	21	17 $\frac{3}{4}$	9	4 $\frac{1}{2}$	1 $\frac{8}{16}$	210	2	9 $\frac{1}{2}$	3 $\frac{1}{4}$	7	2 $\frac{1}{2}$	»	»	75
63,000 » 72,000	3	23 $\frac{1}{2}$	20	10	5	1 $\frac{9}{16}$	210	2	10	3 $\frac{1}{4}$	8	2 $\frac{1}{2}$	»	»	75
72,000 » 81,000	3	25 $\frac{1}{2}$	21 $\frac{3}{4}$	10 $\frac{1}{2}$	5 $\frac{1}{4}$	1 $\frac{10}{16}$	210	2	10	3 $\frac{1}{4}$	8	2 $\frac{3}{4}$	»	»	100
81,000 » 90,000	3	27 $\frac{3}{4}$	23 $\frac{1}{2}$	11	5 $\frac{1}{2}$	1 $\frac{11}{16}$	210	2	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8 $\frac{1}{2}$	2 $\frac{3}{4}$	»	»	100
90,000 » 108,000	3	30	25 $\frac{1}{2}$	12	6	1 $\frac{12}{16}$	240	2	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8 $\frac{1}{2}$	3	»	»	100
108,000 » 126,000	3	32	27 $\frac{1}{4}$	13	6 $\frac{1}{2}$	1 $\frac{13}{16}$	240	3	11	3 $\frac{3}{4}$	9	3	6	2	100
126,000 » 144,000	3	34	29	13 $\frac{1}{2}$	6 $\frac{3}{4}$	1 $\frac{14}{16}$	240	3	12	4	9 $\frac{1}{2}$	3 $\frac{1}{4}$	6	2	100
144,000 » 162,000	3	36 $\frac{1}{2}$	31	14	7	1 $\frac{15}{16}$	240	3	12	4	9 $\frac{1}{2}$	3 $\frac{1}{4}$	6 $\frac{1}{2}$	2 $\frac{1}{4}$	100
162,000 » 180,000	3	38	32 $\frac{1}{4}$	14 $\frac{1}{2}$	7 $\frac{1}{4}$	2	240	3	13	4 $\frac{1}{4}$	9 $\frac{1}{2}$	3 $\frac{1}{4}$	7	2 $\frac{1}{4}$	100
180,000 » 225,000	3	40	34	15	7 $\frac{1}{2}$	2 $\frac{1}{16}$	240	3	13	4 $\frac{1}{2}$	10	3 $\frac{1}{2}$	7 $\frac{1}{2}$	2 $\frac{1}{2}$	100
225,000 » 270,000	3	42	35 $\frac{3}{4}$	17	8 $\frac{1}{2}$	2 $\frac{2}{16}$	240	3	14	4 $\frac{3}{4}$	10 $\frac{1}{2}$	3 $\frac{1}{2}$	8	2 $\frac{1}{2}$	100

Vessels whose Anchors or Chains have been tested at a machine, recognized by the Administration of the *Bureau Veritas* shall be inserted in the Register with the marks A. P. for anchors, — C. P. for chains, — A. & C. P. for anchors and chains.

\* For the proofs, and for list of recognized machines, see Tables E<sup>3</sup>, E<sup>4</sup>, and H.

\*\* See Table E<sup>4</sup>.

Table E<sup>3</sup>. — TESTS FOR CHAIN CABLES. — TESTS FOR BOWER ANCHORS.

CHAIN CABLES ***									ANCHORS					
DIAMETER OF IRON	STUD CHAIN CABLES		CLOSE LINK CHAIN CABLES			DIAMETER OF IRON	STUD CHAIN CABLES		WEIGHT OF ANCHOR EXCLUDING STOCK	MINIMUM TEST STRAIN	WEIGHT OF ANCHOR EXCLUDING STOCK	MINIMUM TEST STRAIN	WEIGHT OF ANCHOR EXCLUDING STOCK	MINIMUM TEST STRAIN
	MINIMUM BREAKING STRESS	PROOF STRESS	MINIMUM BREAKING STRESS	PROOF STRESS	WEIGHT PER 90 FATHOMS		MINIMUM BREAKING STRESS	PROOF STRESS						
Ins.	Tons.	Tons.	Tons.	Tons.	Cwts.	Ins.	Tons.	Tons.	Cwts.	Tons.	Cwts.	Tons.	Cwts.	Tons.
$\frac{9}{16}$	8.4	5.6	7.5	3.8	17.5	$1\frac{12}{16}$	77.1	55.1	3	5.5	14	15.6	34	31.6
$\frac{10}{16}$	10.5	7.0	9.3	4.6	21.0	$1\frac{13}{16}$	82.8	59.1	$3\frac{1}{2}$	5.9	15	16.5	35	32.4
$\frac{11}{16}$	12.8	8.5	11.3	5.6	23.8	$1\frac{14}{16}$	88.5	63.3	4	6.4	16	17.8	36	33.1
$\frac{12}{16}$	15.1	10.1	13.5	6.8	28.2	$1\frac{15}{16}$	94.5	67.5	$4\frac{1}{2}$	6.9	17	18.3	37	33.8
$\frac{13}{16}$	17.8	11.9	15.8	7.9	33.2	2	100.8	72.0	5	7.4	18	19	38	34.5
$\frac{14}{16}$	20.6	13.8	18.3	9.1	33.1	$2\frac{1}{16}$	107.1	76.5	$5\frac{1}{2}$	7.8	19	19.9	39	35.1
$\frac{15}{16}$	23.7	15.8	21.0	10.5	43.6	$2\frac{2}{16}$	113.8	81.3	6	8.3	20	20.8	40	35.8
1	27.0	18.0	24.0	12.0	49.5	$2\frac{3}{16}$	120.5	86.1	$6\frac{1}{2}$	8.8	21	21.6	41	36.5
$1\frac{1}{16}$	30.4	20.3	27.0	13.5	55.6	$2\frac{4}{16}$	127.5	91.1	7	9.3	22	22.4	42	37.1
$1\frac{2}{16}$	34.1	22.8	30.3	15.1	62.5	$2\frac{5}{16}$	134.8	96.3	$7\frac{1}{2}$	9.7	23	23.1	43	37.9
$1\frac{3}{16}$	38.0	25.4	33.8	16.9	69.6	$2\frac{6}{16}$	142.1	101.5	8	10.1	24	23.9	44	38.6
$1\frac{4}{16}$	42.1	28.1	37.5	18.8	77.0	$2\frac{7}{16}$	149.6	106.9	$8\frac{1}{2}$	10.6	25	24.8	45	39.3
$1\frac{5}{16}$	46.5	31.0	41.3	20.6	85.0	$2\frac{8}{16}$	157.8	112.5	9	11.1	26	25.6	46	39.9
$1\frac{6}{16}$	51.0	34.0	45.3	22.6	93.1	$2\frac{9}{16}$	163.4	116.7	$9\frac{1}{2}$	11.5	27	26.4	47	40.5
$1\frac{7}{16}$	55.6	37.1	49.5	24.8	101.6	$2\frac{10}{16}$	169.3	120.9	10	12	28	27.1	49	41.8
$1\frac{8}{16}$	58.7	40.5	51.0	27.0	109.9	$2\frac{11}{16}$	175.1	125.1	$10\frac{1}{2}$	12.4	29	27.9	52	43.5
$1\frac{9}{16}$	61.4	43.9	58.5	29.3	119.3	$2\frac{12}{16}$	181.0	129.3	11	12.8	30	28.6	55	45.4
$1\frac{10}{16}$	66.5	47.5	63.3	31.6	123.6	$2\frac{13}{16}$	186.8	133.1	$11\frac{1}{2}$	13.4	31	29.6	59	47.5
$1\frac{11}{16}$	71.8	51.3	»	»	»	$2\frac{14}{16}$	192.6	137.6	12	13.9	32	30.3	63	49
									13	14.8	33	30.9	67	50.8

\*\*\* For list of testing machines recognized, see Table H.

The breaking stress is to be applied to 3 links. This test is to be made previous to the application of the Proof stress. The Proof is to be applied to every 15 fathoms length separately.

Table E<sup>4</sup>. — TESTS FOR GALVANIZED STEEL WIRE ROPES.

HAWSERS AND WARPS						STANDING RIGGING					
CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN	CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN	CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN	CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN
Ins.	Ins.	Tons.	Ins.	Ins.	Tons.	Ins.	Ins.	Tons.	Ins.	Ins.	Tons.
1	3	1.9	3	9	19	0 3/4	2	1.1	2 3/4	7 1/4	14.4
1 1/8	3 1/2	2.4	3 1/8	9 1/2	20 1/4	0 7/8	2 1/4	1.5	2 7/8	7 3/4	15.8
1 1/4	3 3/4	3	3 1/4	9 3/4	22	1	2 3/4	1.9	3	8	17.2
1 3/8	4	3.6	3 3/8	10	23 1/2	1 1/8	3	2.4	3 1/4	8 3/4	20.1
1 1/2	4 1/2	4.3	3 1/2	10 1/2	25 1/2	1 1/4	3 1/2	3	3 1/2	9 1/4	23.4
1 5/8	5	5	3 5/8	11	27 1/4	1 3/8	3 3/4	3.6	3 3/4	10	26.8
1 3/4	5 1/4	5.8	3 3/4	11 1/4	29	1 1/2	4	4.3	4	10 3/4	30.6
1 7/8	5 1/2	6.7	4	12	33 1/2	1 5/8	4 1/4	5	4 1/4	11 1/4	34.5
2	6	8	4 1/4	12 3/4	38 1/4	1 3/4	4 3/4	5.8	4 1/2	12	38.7
2 1/8	6 1/2	9	4 3/8	13	40 1/2	1 7/8	5	6.7	4 3/4	—	43
2 1/4	6 3/4	10	4 1/2	13 1/2	43	2	5 1/2	7.6	5	—	47.8
2 3/8	7	11	4 5/8	14	45 1/2	2 1/8	5 3/4	8.6	5 1/4	—	52.6
2 1/2	7 1/2	12 1/2	4 3/4	14 1/4	48	2 1/4	6	9.7	5 1/2	—	57.8
2 5/8	8	14	5	15	53 1/2	2 3/8	6 1/4	10.8	5 3/4	—	63.1
2 3/4	8 1/4	15 1/2	5 1/4	15 1/2	59 1/2	2 1/2	6 3/4	11.9	6	—	68.8
2 7/8	8 1/2	17	5 3/8	16	62	2 5/8	7	13.2			

Table F<sup>1</sup>. — CIRCUMFERENCE OF LOWER RIGGING, STAYS AND BACKSTAYS.

NUMBERS (L × B × D) × 0.7.		10,000		20,000		30,000		40,000		50,000		60,000		70,000		80,000	
NAME		HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE
MAIN AND FOREMAST.	Lower rigging and stays, and topmast backstays . . .	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
	Topmast stays. . .	6 1/4	3	6 3/4	3 1/4	7	3 1/2	7 1/2	3 3/4	8	4	8 1/4	4	8 1/2	4 1/4	9	4 1/2
	Topgallant stays and backstays . . .	3 1/2	1 3/4	4	2	4 1/2	2 1/4	4 3/4	2 1/4	5 1/4	2 1/2	5 1/2	2 3/4	5 3/4	2 3/4	6	3
MIZENMAST	Lower rigging and stays . . . . .	»	»	»	»	5 1/2	2 3/4	6	3	6 1/4	3	6 1/2	3 1/4	6 3/4	3 1/4	7	3 1/2
	Topmast backstays and stays . . . .	»	»	»	»	5	2 1/2	5 1/2	2 3/4	5 3/4	2 3/4	6	3	6 1/4	3	6 1/2	3 1/4
	Topgallant backstays and stays .	»	»	»	»	3 3/4	1 3/4	4	2	4 1/4	2	4 1/2	2 1/4	4 3/4	2 1/4	5	2 1/2
Section of chain plates of lower rigging and topmast backstays.		sq. inch.		sq. inch.		sq. inch.		sq. inch.		sq. inch.		sq. inch.		sq. inch.		sq. inch.	
		0.819		0.959		1.101		1.248		1.394		1.550		1.690		1.837	

Table F<sup>2</sup>. — CIRCUMFERENCE OF LOWER RIGGING, STAYS AND BACKSTAYS.

NUMBERS (L×B×D)×0.7.		90,000		100,000		120,000		140,000		160,000		180,000		200,000	
NAME		HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE	HEMP	WIRE
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
MAIN AND FOREMAST.	Lower rigging and stays, and topmast backstays . . .	9 1/4	4 1/2	9 1/2	4 3/4	10 1/4	5	11	5 1/2	11 1/2	5 3/4	12	6	12 1/2	6 1/4
	Topmast stays . .	8 1/4	4	8 1/2	4 1/4	9 1/4	4 1/2	10	5	10 1/2	5 1/4	11	5 1/2	11 1/2	5 3/4
	Topgallant stays and backstays . .	6 1/4	3	6 1/4	3	6 1/2	3 1/4	7	3 1/2	7 1/4	3 1/2	7 1/2	3 3/4	7 3/4	3 3/4
MIZENMAST	Lower rigging and stays . . . . .	7 1/2	3 3/4	7 3/4	3 3/4	8 1/4	4	8 3/4	4 1/4	9	4 1/2	9 1/2	4 3/4	10	5
	Topmast backstays and stays . . .	6 3/4	3 1/4	7	3 1/2	7 1/2	3 3/4	8	4	8 1/2	4 1/4	9	4 1/2	9 1/2	4 3/4
	Topgallant backstays and stays .	5	2 1/2	5 1/4	2 1/2	5 1/2	2 3/4	6	3	6 1/4	3	6 1/2	3 1/4	6 3/4	3 1/4
Section of chain plates of lower rigging and topmast backstays		sq. inch. 1.992		sq. inch. 2.139		sq. inch. 2.410		sq. inch. 2.682		sq. inch. 2.961		sq. inch. 3.223		sq. inch. 3.484	



Table G. — DIMENSIONS OF WOODEN MASTS AND SPARS FOR SAILING VESSELS.

DESCRIPTION OF MASTS AND YARDS		TOTAL LENGTH*	MASTHEAD AND YARDARM AT EACH END	DIAMETER*	REMARKS
MASTS.	Mainmast of ships, barks and brigs . . .	2.30	0.15	1" for 3'	<p>*The length of masts and yards are in proportion to the beam of the vessel: the diameters of mastheads and yardarms are in proportion to the total length of the spars.</p> <p>The proportions given here apply to vessels whose length does not exceed six beams.</p> <p>Hemlock is not admitted for masts and spars.</p> <p>These dimensions may be reduced when applied to steam vessels, but must be submitted to the approval of the Administration.</p> <p>For the masts and yards of steel or iron Vessels, see article 30 and tables 10 of the Rules for steel or iron Vessels.</p>
	Ditto schooners . . . . .	3.05	0.13	1" » 4'	
	Foremast of ships, barks and brigs . . .	2.25	0.15	1" » 3'	
	Ditto schooners . . . . .	3.00	0.13	1" » 4'	
	Mizenmast of ships . . . . .	2.00	0.15	1" » 4'	
	Ditto barks . . . . .	2.20	0.15	1" » 4'	
	Bowsprit . . . . .	»	»	4" » 7'	
	Fore and main topmast of ships, barks and brigs . . . . .	1.25	0.143	1" » 3'	
	Mizen-topmast of ships . . . . .	0.85	0.143	1" » 3'	
	Ditto barks . . . . .	1.70	»	1" » 4'	
	Topmasts of schooners three times lower mast head in length . . . . .	...	...	2" » 9'	
	Fore and main-topgallant masts with poles.	1.20	»	1" » 4'	
YARDS.	Mizen-Topgallant mast of ships with pole .	1.00	»	1" » 4'	
	Jib, flying-jib & main-boom. . . . .	1.20	...	4" » 14'	
	Main and fore yards . . . . .	2.00	0.04	1" » 4'	
	Cross jack yard . . . . .	1.60	0.04	1" » 4'	
	Fore and main-topsail yards . . . . .	1.55	0.08	1" » 4'	
	Mizen topsail yard. . . . .	1.27	0.08	1" » 4'	
	Fore and main-topgallant yard . . . . .	1.18	0.04	1" » 4'	
	Mizen topgallant yards . . . . .	0.90	0.04	1" » 4'	

**A. P.** for Anchors. — **C. P.** for Chains. — **A. & C. P.** for Anchors and Chains.

## For Anchors and Chains.

**For Chains only.**

RULES AND REGULATIONS  
FOR  
STEEL AND IRON VESSELS  
  
**1908**



# RULES

FOR

## STEEL AND IRON VESSELS

1908

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Awning-deck and Shelterdeck vessels . . . . .	32	10	6		» shells (formulae for) . . . . .	120	34	11	
					» stays . . . . .	126	34	13	
					Boiler tubes (tests for) . . . . .	68 & 160	33	17 & 20	



B (continued).	PAGES	ARTICLES	SECTIONS	TABLES
Bracket floors in double bottoms. . . . .	72	25	1	
Brass tubes . . . . .	101	33	21 C	
Breadth of vessels for scantlings . . . . .	24	9	2	
Bridgehouses, poops and forecastles . . . . .	35	10	8	N° 8
Bridge-front bulkhead. . . . .	30	10	4	
Bulbs fitted to stringers . . . . .	51	17	9	
Bulkheads. . . . .	63	23	—	N° 2
Bulkhead doors . . . . .	66	23	5	
» frames. . . . .	64	23	1	
» stiffeners. . . . .	64	23	1	
Bulwarks . . . . .	70	24	3	
Bulwark stanchions. . . . .	70	24	3	
Butt-straps . . . . .	79	27	11	N° 7
» (double) . . . . .	79	27	11	
Butts (spacing of rivets in). . . . .	77	27	3	
» (system of riveting). . . . .	78	27	5 to 11	
» (overlapped). . . . .	77	27	2	
<b>C</b>				
Capacity of bunkers for the mark L. . . . .	14	2	1	
Cast steel . . . . .	93	33	10 D	
» anchors . . . . .	93	33	10 D	
Ceiling. . . . .	79	28	—	N° 3
Cementing. . . . .	85	31	—	
Centre keelsons . . . . .	49	17	1 to 6	N° 3
» plate keel. . . . .	49	17	3	
Certificates renewed. . . . .	18	5	2	
» for machinery . . . . .	22	7	1	
» » Donkey Boilers . . . . .	22	7	1	
» » Anchors and Chains. . . . .	—	—	—	N° 11
Chains and anchors. . . . .	132	35	2	N° 11
Chain plates . . . . .	85	30	12	N° 13
Channel and Z bars frames (steel) . . . . .	39	13	1	25 (Steel)

C (continued).	PAGES	ARTICLES	SECTIONS	TABLES
Channel beams (steel) . . . . .	43	16	1	N° 5
Characters. . . . .	11	1	—	
Circular furnaces. . . . .	126	34	14	
Class lapsed after damage . . . . .	19	5	5	
Classification (application for). . . . .	12	1	7	
» certificate (date of). . . . .	13	1	12	
» of vessels not built under survey . . . . .	17	4	—	
» symbols . . . . .	11	1	1 & 2	
» of engines and boilers. . . . .	108	34	1 to 3	
» sun prints of plans to be submitted . . . . .	16	3	—	
Coal bunkers (capacity of) . . . . .	14	2	1	
» scuttles . . . . .	62	22	4	
Coamings . . . . .	55	20	1	N° 8
» round masts . . . . .	55	19	3	
» (ventilator) . . . . .	63	22	5	
Cocks and valves . . . . .	69	23A	10	
Cofferdams in oil carrying vessels . . . . .	119	34	10	
Collision bulkhead . . . . .	138	36	1	
Colours for pipes. . . . .	65	23	2	
Colours for pipes. . . . .	119	34	10	
Combustion Chamber Girders. . . . .	128	34	16	
Companions . . . . .	55	20	2	
Compensation for height of tweendecks . . . . .	45	16	8	
» for holes in stringer plates. . . . .	54	18	6	
» for wide frame spacing . . . . .	39	13	2	
» for openings in the shell plating . . . . .	71	24	8	
Compound engines (shafts for) . . . . .	115	34	7	
Condensers (tests for) . . . . .	110	34	2	
Construction of engines and boilers. . . . .	114	34	7 to 16	
Copper and Brass (tests for) . . . . .	100	33	21	
Corrugated furnaces. . . . .	127	34	16	
Countersinking of rivets . . . . .	76	27	1	
Cylinders (tests for). . . . .	109	34	2	

D	PAGES	ARTICLES	SECTIONS	TABLES	D (continued)	PAGES	ARTICLES	SECTIONS	TABLES
Damage surveys of hulls . . . . .	19	5	5		Double riveting of seams . . . . .	77	27	4	
» » of engines and boilers . . . . .	113	34	6		Doubling plates . . . . .	79	27	9	
Decks (iron or steel). . . . .	60	22	1	N° 6	» » boilers. . . . .	125	34	12	
» (wood). . . . .	61	22	2	N° 6	Dredgers . . . . .	153	37	—	
» name of . . . . .	24	9	4						
» beams . . . . .	43	16	—	N° 5					
» openings . . . . .	55	20	—		E				
» stringers . . . . .	53	18	—	N° 6	Electric light. . . . .	157	38	—	
Deep floors in double bottoms. . . . .	73	25	2		Engine & boiler room hatchways. . . . .	56	20	7	
» framing . . . . .	47	16	16		Engines and boilers (built under special survey) . . . . .	108	34	2	
» Hold Tanks. . . . .	74	25	4		Engines and boilers (survey of) . . . . .	108	34	—	
Defective construction of vessels . . . . .	17	3	4		Equipment and inventory . . . . .	132	35	—	
» equipment. . . . .	124	35	11		» numerals . . . . .	132	35	9	
Depth for the arrangement of beams. . . . .	44	16	4		Extreme proportions (vessels of) . . . . .	{ 25 86	9 32	5 —	N° 14
» for scantlings. . . . .	24	9	3						
	20	6	3						
Deterioration of materials . . . . .	{ 112	34	5		F				
Diagonal ties . . . . .	54	19	2	N° 6	Fees for the assignment of freeboard . . . . .	211	—	—	
Diameter of crank shafts . . . . .	114	34	7 to 9		Fire service . . . . .	66	23A	9	
» of pillars . . . . .	57	21	—	N° 9		37	11	4	
» of rivets . . . . .	76	27	1	N° 7	Flat plate keel. . . . .	{ 139	36	2	
» of rudder heads . . . . .	80	29	—		» plates in boilers . . . . .	124	34	12	
Diamond plates on web frames . . . . .	46	16	13		Floorplates . . . . .	44	15	—	N° 2
Different types of vessels . . . . .	25	10	1 to 8		Foundation plate to centre keelson . . . . .	50	17	4	N° 3
Dished ends of boilers &c . . . . .	127	34	15		Forecasts, poops and bridgehouses. . . . .	35	10	8	N° 8
Divisions and characters . . . . .	11	1	—		» (beams of) . . . . .	44	16	3	N° 5
Domed Furnaces. . . . .	127	34	15		Formulae for boilers. . . . .	120	34	11	
Doors in bulkheads . . . . .	66	23	5		» » crank shafts . . . . .	114	34	7 to 9	
Double bottoms, with bracket floors . . . . .	71	25	1	N° 4	» » flat plates in boilers . . . . .	124	34	12	
» » with deep floors. . . . .	73	25	2	N° 4	» » furnaces . . . . .	127	34	14 & 15	
	20	6	1		» » rudder heads. . . . .	80	29	—	
» » (survey and tests of) {	75	25	7		Forward companions of steamers. . . . .	55	20	2	
» buttstraps . . . . .	79	27	12		Frames. . . . .	39	13	—	N° 2
» frames at bulkheads . . . . .	63	23	1		Frame strengthening in Engine and Boiler space . . . . .	48	16	18	
» » at the stern of steamers. . . . .	40	13	4						
» riveting of butts . . . . .	78	27	5						

F (continued).				PAGES	ARTICLES	SECTIONS	TABLES
Frames for bulkheads . . . . .	63	23	1	No			
» (reverse) . . . . .	40	14	—				
Freeboard marks . . . . .	223	—	—				
» (assignment of) . . . . .	223	—	—				
Freeing port area in welldeck vessels . . . . .	62	22	3				
Furnaces . . . . .	126	34	14				
» Domed . . . . .	127	34	15				
G							
Galvanized steel wire ropes (tests of) . . . . .	94	33	11 E.	No 12			
Girder keelsons on top of floors . . . . .	49	17	4	No 3			
Girders, Combustion Chamber . . . . .	128	34	17				
Gratings . . . . .	63	22	6				
H							
Hatchways and deck openings . . . . .	55	20	—	No 8			
» of engine and boiler space . . . . .	56	20	7				
» (deck plating increased in way of) . . . . .	56	20	4 & 5				
» beams, coamings, etc. . . . .	55	20	1 to 3	No 8			
Hawsers and warps . . . . .	132	35	2	No 11			
» » » galvanized steel . . . . .	94	33	11 E.	No 12			
Hemispherical furnaces . . . . .	127	34	14				
Heels and pintles . . . . .	80	29	—	No 1			
Height of floors at bilge . . . . .	41	15	1				
Hold beams . . . . .	44 & 45	16	2 & 8	No 5			
» pillars . . . . .	57	21	—	No 9			
» stringers . . . . .	52	17	10				
Hollow pillars . . . . .	58	21	—				
Hopper barges . . . . .	153	37	—				
Houses on decks . . . . .	35	10	8	No 8			
Hurricane deck (see awning) . . . . .	25	10	1				
I				PAGES	ARTICLES	SECTIONS	TABLES
Increased scantlings for extreme proportions. . . . .	25	9	5	{			
Insulated holds (survey of) . . . . .	86	32	—				No 14
Intercostal keelsons . . . . .	21	6	1				
» side or sister keelsons . . . . .	50	17	5				No 3
Inventory and equipment . . . . .	51	17	6				No 3
Iron (quality of) . . . . .	132	35	—				
» for boilers . . . . .	95	33	12				
» forging . . . . .	99	33	18				
» used in steel vessels . . . . .	96	33	14				
» rivets . . . . .	89	33	5				
» pillars tests for . . . . .	76	27	—				
	95	33	12				
K							
Keels (various forms of) . . . . .	36	11	—	No 1 & 3			
Keelson angle bars . . . . .	52	17	11	No 3			
Keelsons and hold stringers . . . . .	48	17	—				
» additions to . . . . .	52	17	7 to 9				
	85	32	—				
L							
Lapped butts . . . . .	78	27	5 to 12				
Lead pipes . . . . .	69	23	7				
Length for scantlings . . . . .	24	9	1				
Limber holes . . . . .	42	15	7				
Lining pieces . . . . .	71	24	4				
Load line marks . . . . .	211	—	—				
Longitudinal ties . . . . .	54	19	1				
Lower deck beams . . . . .	43	16	—	No 6			
Lower bilge keelson . . . . .	51	17	7	No 6			

M	PAGES	ARTICLES	SECTIONS	TABLES
Machines recognized by the Bureau Veritas for testing anchor and chains.	201	—	—	11 <sup>1</sup>
Manholes in double bottoms . . . .	75	25	5	N° 4
Margin plates of double bottoms . . .	72	25	1	
Marks of special subdivision . . . {	12	1	8	
» survey. . . . .	64	23	1	
» A. & C. P. (anchors and chains proved) . . . . .	15&108	3 & 34	2	
» P. R. (strengthened bow) . . }	132	35	3	
Marks of navigation. . . . .	13	1	9	
Mast beams . . . . .	70	24	2	
» coamings . . . . .	13	2	—	
» partners . . . . .	43	16	1	
Masts and spars . . . . .	55	19	3	
Materials (quality and tests of)	55	19	3	
» for ship construction . . . .	83	30	—	N° 10
» for boilers . . . . .	88	33	—	
Maximum load line . . . . .	88	33	5 to 10	
» for awning deck ves- sels . . . . .	97	33	15	
» for welldeck vessels	12	1	8	
Middle line keelsons. . . . .	32	10	6	
» strake of double bottoms . .	28	10	4	
Mixed materials . . . . .	50	17	1 to 6	N° 3
	73	25	—	N° 4
	89	33	5	

O	PAGES	ARTICLES	SECTIONS	TABLES
Oil fuel installations . . . . .	159	39	—	
» carrying vessels. . . . .	137	36	—	
Openings in decks . . . . .	55	20	—	
Outfit and inventory. . . . .	132	35	—	
Outside plating . . . . .	69	24	—	N° 1
Overlapped butts. . . . .	77	27	2 to 12	

P	PAGES	ARTICLES	SECTIONS	TABLES
Paddle wheel steamers (strengthening of sides). . . . .	41	14	10	
Painting and cementing . . . . .	85	31	—	
Panting beams . . . . .	46	16	10	
Partial awning decks . . . . .	26	10	1	
» steel or iron decks . . . . .	61	22	1	N° 6
Periodical surveys of hulls. . . . .	18	5	—	
» of engines and boilers	111	34	—	
Pillars . . . . .	57	21	—	N° 9
Pintles . . . . .	80	29	3	N° 1
Pipes, cocks and valves . . . . .	67	23	8-11	
» colours for. . . . .	118	34	10	
Plans to be submitted . . . . .	119	34	10	
Plated decks . . . . .	17	4	1	
Plates fitted to keelsons. . . . .	108	34	2	
» round masts . . . . .	60	22	—	N° 6
» under winches and windlasses	86	32	—	
Plating (outside). . . . .	55	19	3	
» strengthened for the mark P.R.	55	19	3	
Poops, forecastles and bridgehouses.	69	24	—	N° 1
Principal dimensions of vessels . . .	13	1	9	
Propeller shafts (diameter of) . . . .	70	24	2	
	35	10	8	N° 8
	24	9	—	
	117	34	7 & 9	

P (continued).	PAGES	ARTICLES	SECTIONS	TABLES	R (continued).	PAGES	ARTICLES	SECTIONS	TABLES
Propeller shafts for turbine vessels . . .	118	34	9		Rivet holes. . . . .	76	27	1	
"    and shaft taken off . . . . .	19	5	6		Rivets and riveting . . . . .	76	27	—	N° 7
	112	34	5		Rudder and steering gear . . . . .	80	29	—	
Proportions (extreme) . . . . .	25	9	5		Rules for the construction of oil carrying vessels . . . . .	137	36	—	
	86	32	—	N° 14					
Pumping arrangement . . . . .	68	23	10		S				
Pumps . . . . .	66	23	7		Safety valves . . . . .	128	34	18	
Punching of rivet holes . . . . .	76	27	1		Sailing vessels . . . . .	45	16	6	
					Scantlings . . . . .	24	9	—	
Q					"    numerals for . . . . .	25	9	6	
Quadruple riveting . . . . .	78	27	5		Screw shafting (diameters). . . . .	117	34	7 & 9	
Quality of materials. . . . .	88	33	—		"    "    tunnel . . . . .	76	26	—	
Quarter decks (raised) . . . . .	28	10	4		"    bolts for fastening wood decks . . . . .	61	22	2	
"    stanchions . . . . .	57	21	—		Scuppers . . . . .	62	22	3	
					Scuttles. . . . .	62	22	4	
R					Seams (riveting of) . . . . .	77	27	4	
Raised deck vessels . . . . .	28	10	4		Shadedeck vessels . . . . .	26	10	1	
Reduction of beams at ends of vessels . .	43	16	2		Shafts (diameters of) . . . . .	114	34	7 & 9	
"    "    where quarter stan-					Sheerstrakes . . . . .	71	24	6	N° 1
chions . . . . .	43	16	1		Shells of boilers . . . . .	120	34	11	
"    of outside plating at ends. . .	69	24	1	N° 15	"    superheaters . . . . .	124	34	11	
"    of plating in way of double					Shell plating . . . . .	69	24	—	N° 1
bottoms. . . . .	71	24	9		Side or sister keelsons . . . . .	51	17	6	N° 3
Refrigerating installations . . . . .	161	40	—		Single deck vessels . . . . .	25 & 27	10	1 & 2	B <sub>1</sub> C <sub>1</sub>
	22	6	8		Sounding pipes . . . . .	68	23	11	
Repairs to be surveyed . . . . .	113	34	6		Spacing of rivets . . . . .	77	27	2	
Reverse frames . . . . .	40	14	—	N° 2	Spardeck vessels . . . . .	25 & 30	10	1 & 5	
"    (arrangement of). . . . .	40	14	2		Spare gear for machinery . . . . .	133	35	8 to 11	
Ribbed furnaces . . . . .	127	34	16		"    propeller . . . . .	134	35	3	
Rider plate on girder keelsons. . . . .	50	17	4	N° 3	"    sails and spars. . . . .	135	35	12 & 13	
"    "    on strong hold					"    steering gear . . . . .	82	29	8	
beams . . . . .	45	16	7	N° 5	Special subdivision marks . . . . .	12	1	8	
Rigging (size of). . . . .	83	30	2	N° 13	"    survey of hulls . . . . .	64	23	1	
Rigging (steel wire) tests of . . . . .	94	33	11		"    survey of engines and boilers . . . . .	108	34	2	



S (continued).	PAGES	ARTICLES	SECTIONS	TABLES	T	PAGES	ARTICLES	SECTIONS	TABLES
Special survey mark. . . . .	15&108	3 & 34	1		Tail shafts taken off. . . . .	19	5	6	
Specification of materials (copy for surveyors) . . . . .	84	33	6		Tank tops . . . . .	73	25	—	N° 4
" stamps on materials . . . . .	88	33	2 & 3		" centre strake. . . . .	73	25	3	
Stanchions. . . . .	57	21	—		" margin plate. . . . .	72	25	1	
Stays in boilers . . . . .	126	34	13		Tank vessels . . . . .	137	36	—	
Steel (quality and tests of) . . . . .	88	33	—		Tests for anchors and chains . . . . .	132	35	10	N° 12
" wire ropes (tests of) . . . . .	94	33	11		" for condensers . . . . .	110	34	2	
" for boilers . . . . .	97	33	15		" for cylinders . . . . .	109	34	2	
" forgings . . . . .	91	33	9C		" for deep water tanks. . . . .	21	6	1	
" castings. . . . .	92	33	10D		" for double bottoms . . . . .	75	25	7	
" for rivets . . . . .	98	33	16		" for boiler materials . . . . .	20	6	1	
Steering gear. . . . .	82	29	8		" for iron pillars. . . . .	75	25	7	
Stem and sternpost . . . . .	37	12	—	N° 1	" for watertight bulkheads . . . . .	97	33	15 to 20	
Sternpost and stern frame . . . . .	39	12	2 to 8	N° 1	" for ship materials . . . . .	95	33	12	
Stiffening of bridge front . . . . .	30	10	4		" for boiler tubes . . . . .	66	23	6	
Stockless anchors . . . . .	132	35	2		" for steel wire ropes . . . . .	89	33	6 to 15	
Stop valves. . . . .	129	34	18		" for turbine casings . . . . .	98	33	17 & 20	
Stringers in holds . . . . .	52	17	10		" for turbine casings . . . . .	94	33	11E	
" on decks . . . . .	53	18	—	N° 6	Three deck vessels . . . . .	110	34	2	
" (angle bars for) . . . . .	54	18	2 to 7	N° 6	Tie plates . . . . .	27	10	2B	
Strong hold beams . . . . .	45	16	7	N° 5	Towing arcs . . . . .	54	19	—	N° 6
Stuffing box on screw shafting . . . . .	76	26	2		Treble riveting of butts . . . . .	62	22	7	
Superheaters . . . . .	128	34	18		Trunk deck vessels . . . . .	78	27	5	
" . . . . .	20	6	2		Tunnel. . . . .	26	10	1.8°	
Survey (annual) . . . . .	111	34	4		Turbine Casings (tests for) . . . . .	76	26	—	
" after damage . . . . .	18	5	5		Turbine Shafts . . . . .	110	34	2	
" of double bottoms . . . . .	113	34	6		" . . . . .	118	34	9	
" during construction . . . . .	20	6	5		Turret-deck vessels . . . . .	26	10	1.7°	
" of engines and boilers. . . . .	75	25	7		Two-deck vessels. . . . .	33	10	7	
" (periodical) . . . . .	17	4	2			27	10	2B	
" of propeller shafts. . . . .	108	34	1 to 5						
" (refrigerating apparatus) . . . . .	19&111	5 & 34	5						
" (special) . . . . .	21&112	6 & 34	4						
	162	40	—						
	108	34	2						

V	PAGES	ARTICLES	SECTIONS	TABLES	W (continued).	PAGES	ARTICLES	SECTIONS	TABLES
Valves, cocks and pipes. . . . .	66	23A	1		Web frames in engine and boiler space. . . . .	48	16	15	
Ventilators . . . . .	118	34	10		» in holds . . . . .	46	16	15	
Vessels built under special survey . . . . .	62	22	5		» in sailing vessels. . . . .	47	16	15	
» not built under survey. . . . .	15-16	3	—		» (arrangement of). . . . .	43	16	—	p. 42-43
Vessels not built according to rules . . . . .	17	4	—		Wells in double bottoms . . . . .	75	25	5	
» of extreme proportions. . . . .	18	4	4		Wide spaced pillars . . . . .	58	21	2	D 13
» with one, two or three decks. . . . .	25	9	5		Width of deck stringers (how measured) . . . . .	53	18	1	
» with raised decks . . . . .	86	32	—		» of plated deck stringers (reduced) . . . . .	53	18	1	
» of the welldeck type . . . . .	27	10	2		Winches and windlass . . . . .	82	29	9	
» of the awningdeck type . . . . .	28	10	4		Winch and windlass plates . . . . .	55	19	3	
» of the spardeck type . . . . .	28	10	4		Wire Hawsers (testing of) . . . . .	132	35	2	
» of the turret type . . . . .	32	10	6		Withdrawal of class. . . . .	19	5 & 6	2 & 4	
» carrying liquid cargoes in bulk . . . . .	30	10	5		Wood decks . . . . .	113	34	6	
	33	10	7			61	22	2	N° 6
	137	36	—						
W					Y				
Wash plates . . . . .	42	15	6		Yards . . . . .	84	30		N° 10
Waterballast compartments on floors . . . . .	73	25	3						
» (double bottoms) . . . . .	71	25	—	N° 4	Z				
» holds or tanks . . . . .	74	25	4		Z or channel bars for frames . . . . .	39	13	1	N° 23
Watertight bulkheads . . . . .	63	23	—	N° 2					

# CLASSIFICATION

OF

## STEEL AND IRON VESSELS

## ARTICLE 1

## CLASSIFICATION SYMBOLS, ETC.

§ 1. — The degree of confidence placed in a steel or iron vessel is expressed in the **Register** of the **Bureau Veritas** by a **Division** (**I**, **II** or **III**) inserted in the fourth column; and by a **Character** (3/3, 5/6, etc.), inserted in the fifth column.

The **division** to which a vessel belongs, is determined according to the prescriptions of the following Rules and Tables of scantlings.

The **character** 3/3 is given to vessels which are in a complete and efficient condition; the other characters to vessels in a comparatively less suitable and efficient state.

§ 2. — The symbols of classification are completed by a navigation mark followed by two numbers varying from 1 to 3, the first of which indicates the state of the wood portions of the hull; and the second, the state of the masts, spars, rigging, chains, anchors, boats, etc.

Number 1 indicates a very good state, numbers 2 and 3 denote lower degrees of efficiency.

For particulars concerning navigation marks, see Art. 2.

§ 3. — Steel or iron vessels are classed in three **divisions**, which are expressed as follows:

1st division —	<b>I.</b>
2nd >	<b>II.</b>
3rd >	<b>III.</b>

Articles 9 and following determine the methods of construction and minimum scantlings for vessels of the 1st and 2nd divisions; and for machinery.

In the case of vessels for which the 3rd division is desired, the Administration will, on examination of the plans and specifications submitted to them, decide whether such vessels can be so rated.

§ 4. — Vessels which have been built under Special Survey in accordance with the provisions of Article 3, will have the distinctive mark **✱** prefixed to the Division

## ARTICLE 1

### CLASSIFICATION SYMBOLS, ETC.

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numeral; which mark will be inserted in the first column of the **Register**, and likewise in the 21<sup>st</sup> and 29<sup>th</sup> column for Steamers the machinery of which has been similarly constructed under special Survey.

§ 5. — Vessels may be classed in one of the three **divisions**, although the requirements of the Rules may not have been altogether complied with, provided that, in the opinion of the Administration they are worthy, on their general merits, of being so classed.

§ 6. — But, on the other hand, vessels, the design or construction of which may be found or considered by the Administration to be objectionable, will be excluded from classification.

The commission mentioned in Art. 8 cannot be admitted in such cases.

§ 7. — To obtain a class, written application must be made to the Surveyor for the district in which the vessel is to be built, from whom the necessary application forms may be obtained.

### SPECIAL SUBDIVISION MARKS.

§ 8. — Steel or iron vessels which are **divided into a sufficient number of watertight compartments** so as to enable them to float in still water with any **one** of these compartments in free communication with the sea

will be inserted in the Register Book with one of the following marks :

- Ⓘ for the first Division,
- Ⓢ for the second Division,
- Ⓜ for the third Division.

Steel and iron vessels which are **divided into a sufficient number of watertight compartments** so as to enable them to float in still water with any **two** of these compartments in free communication with the sea will be inserted in the Register Book with one of the following marks :

- Ⓘ for the first Division,
- Ⓢ for the second Division,
- Ⓜ for the third Division.

To obtain one of these distinctive marks, a **maximum load line** must be submitted for the approval of the Bureau Veritas, also a complete plan of the various compartments showing the several trims together with the calculations of the displacement and of the longitudinal and transverse stability supposing one (or two as the case may be) of the compartments to be filled with water. These documents must be submitted to the Administration for verification

through the Surveyor. The plans of the trimming compartments, piping and pumping arrangements, also detailed plans of bulkheads and their connections, must likewise be submitted. See also Art. 23.

As a basis for calculation the following principles are to be observed. The vessel will be taken floating at her maximum draught in salt water with bunkers full and homogeneous cargo in holds; 60 % of the coal and cargo may be assumed to be buoyant when the holds are flooded. When in this condition, the beams of the deck to which all bulkheads extend at side may not be nearer the water surface at any point than a distance varying from .0022 of the vessels length amidships to .0011 at ends.

If cargo of a greater density than above indicated be usually carried, or if it be of a special nature such as oil, then these circumstances must be duly allowed for in the calculation.

**Sailing vessels** fitted with watertight bulkheads so that each of the masts be in a separate compartment will be entered in the Register with the special mark  $\square$ . (See Art. 23.)

§ 9. — **Vessels having their bow strengthened** in an efficient way as per Art. 24 § 2, in view of navigating through ice, will be entered in the Register with the mark P. R. (Proue renforcée) in the fourth column.

§ 10. — The distinctive classification marks, and in special cases the load line will be entered on the certificate and printed in the Register.

§ 11. — Vessels which have obtained a character previous to the coming into force of the present Rules, may retain their class and distinctive marks in conformity with the former Rules.

§ 12. — The date of build of a vessel to be reckoned from the delivery of the original classification certificate, provided it be issued within six months after launching; but in case it should be issued later than that, the date of build is to be reckoned at six months after the date of launching.

§ 13. — Alterations to the Rules and Regulations for any year, will come into force on the 1st day of July next following the issue of the Rules so altered.

## ARTICLE 2.

### NAVIGATION MARKS.

§ 1. — In the classification of vessels one of the following navigation letters or marks will be assigned :

1° I. (**Inland navigation**). — Vessels specially built to navigate canals and rivers. (See special Rules relating to the building and classification of vessels intended for Inland navigation.)

2° R. (**Roadstead**). — Vessels specially intended for



## ARTICLE 2

### CLASSIFICATION. — SPECIAL SURVEY.

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roadstead work. This mark R is also used exclusively for dredgers, hopper barges and the like.

3° P. (**Small Coasting Trade**). — Vessels trading between ports at no great distance from each other.

4° M. (**Mediterranean**). — Vessels specially built for navigation in the Mediterranean Sea.

5° Y. (**Yachts**). — Vessels intended for pleasure sailing.

6° R. (**Rating**). — Sailing yachts intended to receive an international Rating certificate.

7° G. (**Great Coasting Trade**). — Vessels of and above 70 tons, when intended and fit to sail between European ports or along the coasts of the other Continents.

8° Lakes (**Great Lakes**). — Vessels specially intended for service in large fresh water lakes.

9° A. (**Atlantic**). — Vessels intended and fit to cross the Atlantic, Pacific or Indian Ocean, without going beyond Cape Horn and Cape of Good Hope. For this trade, sailing vessels must be above 100 tons gross.

Steam vessels intended for A mark, shall have a bunker capacity sufficient for crossing the Atlantic.

10° L. (**Long Voyages**). — Trade round the world in all seas. For this mark sailing vessels must be above 250 tons gross.

Steam vessels intended for the mark L must be above 900 tons gross tonnage, and be provided with all articles of spare gear prescribed by Art. 35. The coal supply in bunkers and reserve bunkers must be sufficient to steam over a distance of at least 3000 miles.

Before granting a navigation mark, the Surveyor must carefully examine the efficiency, state of repair, and outfit of the vessel.

§ 2. — To obtain one of the above marks, all vessels must be provided with an inventory as required by Art. 35.

For spare gear required for steam vessels see also Art 35.

§ 3. — For the classification and construction of sailing yachts classed R, the requirements of the special rules published by the Administration of the Bureau Veritas are to be followed.

§ 4. — The scantlings and details given in the present Rules do not apply to vessels built for the trade in the Mediterranean sea (M.), for the small coasting trade (P.), for pleasure sailing (Y.) for inland navigation (I.) or for roadstead work (R.). When vessels are to be built for these trades, their specifications and scantlings must be submitted for the approval of the Administration. As a rule an average reduction of 10 to 12 % from the tabular scantlings may be granted to vessels classed

with P or M mark; of 12 to 18 % to vessels classed for roadstead work.

For motor or steam yachts, and for sailing yachts exceeding the dimensions contemplated by the special rules published by the Bureau Veritas and which are not intended to receive the rating mark R, a reduction of about 18 to 20 % will be allowed from the scantlings given in the following Tables for Iron and steel vessels.

For vessels intended for inland navigation (I.) see special rules published by the Administration.

It is to be noted that, when a freeboard certificate is required for vessels with scantlings reduced as allowed above, the freeboard will be determined with reference to these reduced scantlings.

NOTE. — From the first of January 1909 dredgers, hopper barges &c., constructed in accordance with the prescriptions of Art. 37, will be entered in the Register with the navigation mark D, and the description « Dredger », « Hopper Barge » &c. will be inserted in the third column under the name of the vessel.

### ARTICLE 3.

#### CLASSIFICATION OF VESSELS BUILT UNDER SPECIAL SURVEY

§1. — Vessels built under special survey will be inserted in the Register with the mark **+**.

This survey will apply to all parts of the hull, engines and boilers, as well as to the masts, spars, rigging and equipment.

To obtain the mark **+**, all materials used in their construction must be tested according to Art. 33; and for this purpose duplicates of all orders for materials to be tested should be sent to the Surveyor of the district in which the vessel is to be constructed.

The anchors, chains, cables and hawsers of wire or hemp must also be tested and certified as per Art. 35, § 10, at a machine recognized by the Bureau Veritas.

A list of these machines is given in Table 11<sup>1</sup>.

When any important part of the hull or machinery of a vessel being built under special survey, such as the stern frame, rudder frame, shafting and other engine forgings, donkey boilers, &c. is not to be made in the same district as the hull or machinery, the Surveyor of that district must be notified of the place of manufacture in order that arrangements may be made for the supervision and testing of same by another of the Society's Surveyors.

No character will be granted to steam vessels otherwise qualified for the special survey mark, unless their engines and boilers with connections have been surveyed, and their efficiency under ordinary steaming conditions tried and certified by an Engineer Surveyor

## ARTICLE 3

### CLASSIFICATION — SPECIAL SURVEY.

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to the Bureau Veritas, or other Engineer authorized by the Administration.

The same applies to sailing ships with donkey boilers fitted on board.

§ 2. — Four sunprints (or a tracing on linen) of each of the principal parts of the hull, machinery, and boilers; including midship, and longitudinal sections, deck plans, and forgings or steel castings; showing fully the method of construction proposed and the scantlings, also the capacity of bunkers and water-ballast compartments, together with complete plans of the pumping arrangements, masts, spars and rigging, must be submitted to the Surveyor for the consideration of the Administration.

For steamers, in addition to the above, plans of the main and donkey boilers, giving the working pressure, heating and grate surface, and the minimum tensile strength of the materials, also plans of the safety valves, must be submitted.

All these plans must contain the data required for the calculations in Article 34.

The Administration will return sunprints of these plans, officially approved with any addition or alteration marked thereon that they may deem necessary.

Any departure from the officially approved plans must receive the sanction of the Administration.

§ 3. — The Surveyor shall supervise the building as often as possible during its entire progress, until the vessel and its outfit are completed.

During these surveys the Surveyor must satisfy himself that the work is carried out in conformity with the approved plans; that the quality of the materials, and the workmanship are good, and that the requirements of the Rules, for the type of vessel, have been fulfilled.

Before any material is put into the work, the Surveyor must verify the marks stamped by the Surveyor who passed it.

He may in doubtful cases test any piece he may wish, notwithstanding that the prescribed tests have been performed. He will have the right to reject any material which may develop flaws before, during, or after its being worked into place.

Double bottoms to be tested, before launching, with a head of water corresponding at least with the load draught of the vessel, and to be perfectly watertight. Peak and deep hold tanks are to be similarly tested. In any case the head of water must be not less than eight feet above the crown of the tank.

§ 4. — The construction and fitting on board of engines and boilers must be carefully inspected by the

Surveyor ; who will be guided by the instructions given in Article 34.

The boilers when finished to be tested by hydraulic pressure to twice the intended working pressure see Art. 34, § 2. But in countries where special regulations for boiler testing are established by law, Surveyors are authorized to conform to such laws.

Main steam pipes to be tested to twice the boiler pressure, and other steam pipes to twice the pressure in the spaces from which steam passes into them.

The surveyor is to ascertain that pipes are so fitted as to provide for easy contraction and expansion.

§ 5. — The Surveyor will inform the interested parties of any faults or defects he may observe during his inspection, and will indicate the necessary alterations without involving the responsibility of the Administration.

If the Surveyor's requirements be not complied with, the Administration reserves the right to refuse the classification of the vessel or to grant her a lower class than stated on the approved plans.

§ 6. — The Surveyors shall be present at the trial of the vessel at sea after her completion, and report upon the efficient working of all machinery, pumps, steering gears, windlass, ground tackle &c.

§ 7. — When the whole work is completed the

Surveyor will transmit to the Administration a full report giving particulars as to type of vessel, dimensions, scantlings, fastenings, quality of materials &c. ; masts, rigging, capacity of bunkers, peaks, ballast tanks, deep tanks, and holds; the number and sizes of the cargo hatches ; lists of the equipment, outfit, and spare gear ; description of the boats, life saving apparatus &c.

The report will also mention the freeboard : and in the case of steamers, the speed on trial.

A similar report shall likewise be furnished, giving a description and full particulars of the engines, boilers, auxiliary machinery, and spare gear.

By authority of the Administration, the Surveyor will deliver to those interested the certificate of classification ; and the class of the vessel will then be published in the Register or its Supplements.

#### ARTICLE 4.

##### CLASSIFICATION OF VESSELS NOT BUILT UNDER SPECIAL SURVEY.

§ 1. — Plans, including a midshipsection and longitudinal plan, showing as fully as possible the scantlings and construction are to be submitted for the approval of the Administration.

§ 2. — In the case of vessels in course of construc-



## ARTICLES 4 AND 5

### CLASSIFICATION — PERIODICAL AND ANNUAL SURVEYS.

tion, the Surveyor shall superintend the building as may be necessary, during its progress, until the vessel and outfit are complete.

§ 3. — The general conditions and requirements of §§ 4 & 5 of the previous Article will also be applicable in all cases coming within the scope of the present Article.

§ 4. — If the vessel be already built when put forward for classification, a complete Survey must be held in accordance with the requirements of Article 6; and in the case of steamers coming within this category their Engines and Boilers must also be surveyed and tested as required by that Article.

The Surveyor will forward to the Administration a report as complete as possible upon the construction and condition of the hull and machinery together with plans as above mentioned.

The Administration may require that this survey be held by two Surveyors.

By authority of the Administration the Surveyor will deliver to those interested the Certificate of Classification; and the class of the vessel will be published in the Register and Supplements.

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## ARTICLE 5.

### MAINTENANCE OF CLASS. PERIODICAL AND ANNUAL SURVEYS.

§ 1. — In order to retain their distinctive characters, steel or iron vessels must be subjected to the inspection of a Surveyor to the Bureau Veritas at the following periods:

Vessels of the 1st division, every **4 years**.

Vessels of the 2nd division, every **3 years**.

Vessels of the 3rd division, every **3 years**.

§ 2. — At the expiration of these periods, the character will be withdrawn, unless the vessel be subjected to the Survey prescribed by Art. 6.

New Certificates of Classification will be issued after each of these surveys.

This survey may, if desired, take place before the prescribed period.

§ 3. — All vessels should also be examined in dry dock once a year, or as near that time as possible, and their engines and boilers surveyed; these surveys are described in Art. 6.

Auxiliary machinery and boilers in sailing vessels should likewise be examined every year or as near that time as possible.

Annual Surveys will be recorded on the Classification Certificate by the Surveyor, and will be duly reported in the Register and Supplements.



## ARTICLES 5 AND 6

### ANNUAL AND PERIODICAL SURVEYS GENERAL AS TO SURVEYS.

§ 4. -- In screw steamers the propeller and propeller shaft are to be surveyed at least every two years.

§ 5. — In case of stranding or damage to hull or machinery (the class having lapsed in consequence of the accident) the owners or their agent must notify the Veritas Surveyor, in order to have the vessel surveyed. This notification must be sent in time to allow the Surveyor to ascertain the nature and extent of the necessary repairs which must be satisfactorily executed under his inspection.

When the repairs have been completed, the Surveyor will endorse the certificate, which then resumes its original value.

When the vessel enters a port not situated in the district of a Veritas Surveyor, a copy of the official survey report must be sent to the Administration, and the vessel afterwards surveyed at the first Port where the Bureau Veritas is represented.

When this is not attended to the class will be withdrawn.

§ 6. — The Surveyors must be notified whenever the boilers or the screw propeller or the tail shaft of a vessel classed in Veritas are removed, and in all cases when repairs of any importance are being made to the machinery.

When boilers have undergone important repairs, they must be tested by hydraulic pressure, to one and a half times the working pressure. (See Art. 34.)

§ 7. — No structural alterations are to be made to a classed vessel, its engines, or boilers, unless the plans have been submitted and approved by the Administration. Alterations, when allowed, must be made under the inspection of a Surveyor to the Bureau Veritas and reported upon by him.

§ 8. — When a vessel takes a lower division than the one originally obtained, she must be surveyed according to the Rules applying to the lower division.

§ 9. — The Surveyors to have free access at all times to examine the vessels and their machinery.

When a vessel is not kept in an efficient state of repair, the class may be withdrawn.

§ 10. — When a vessel's class is withdrawn, the fact will be duly published in the Register or Supplements.

Vessels whose class has expired may be retained in the Register without a character.

## ARTICLE 6.

### GENERAL AS TO ANNUAL AND PERIODICAL SURVEYS. ANNUAL SURVEY.

§ 1. — All steel or iron vessels should be examined in dry dock at least once a year, or as near to that time as possible, and coated as may required. In the case of new

## ARTICLE 6

### GENERAL AS TO ANNUAL AND PERIODICAL SURVEYS.

vessels a survey in dry dock will be obligatory within one year from date of launching.

§ 2. — Engines and boilers should be surveyed every year or as near to that time as possible, but not exceeding 18 months.

The Surveyor will examine them completely and may require the opening up of the engines and boilers, and if desirable the drilling of plates, to such an extent as may be necessary for examination to enable him to certify that they are in efficient working order.

When it is intended to open up any parts of the machinery, the Surveyor is to be called upon to examine the parts exposed.

### PERIODICAL SURVEYS.

§ 3. — The following are the principal requirements for survey under Article 4, § 4, and Article 5, § 1.

The vessel must be placed in dry dock, or on a slipway, upon blocks of sufficient height, and staging erected, to facilitate a complete examination being made.

The holds and peaks must be cleared; the limber boards, and such other parts of the ceiling as the Surveyor may require, are to be lifted; and holes drilled wherever he may consider necessary.

The whole of the steel and iron work, both inside and

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outside, must be cleaned, and all oxidation removed, and the whole coated with oil paint or other approved composition.

Bunkers of steamships must be cleared of coal, the ceiling lifted, and the framework and seating under engines and boilers exposed as far as practicable.

Decks, hatches, bulkheads, peaks, in fact every part of the vessel, masts, spars, rigging, ventilators, pumps, piping, sluice valves &c., anchors, chains and outfit must be carefully examined and reported on.

All steel or iron parts of the vessel, and wood decks, which have suffered from ordinary wear, deterioration, or other causes, and which, on examination by boring, or otherwise, are found to have less than three-fourths of the thickness required by the Tables for a new vessel of the same dimensions, must be removed and replaced by new material of the required dimensions and quality.

As regards anchors, chain-cables, rigging, etc., they must be replaced when their sectional area or weight is reduced to 75 % of its tabular value.

Double bottoms are to be opened up and cleaned out, as may be required, to facilitate internal examination by the Surveyor; and all ceiling having been removed from and in way of same, each compartment is to be separately tested by water, under a head corresponding at least with the load-line of the vessel.

Peak, and deep hold tanks are to be similarly dealt with. In any case the head of water must not be less than eight feet above the crown of the tank.

The steering gears, as also all parts of the rudder and steering appliances and connections, must be opened out so as to allow of complete and thorough examination. If the Surveyor should deem it necessary the rudder must be lifted.

In vessels fitted with insulated holds for the carriage of frozen cargoes, the hatches at the bilges must be lifted, also as much of the insulation removed as will satisfy the Surveyor that the structural ironwork behind same is in good order.

In addition to the above, the whole of the ceiling must be lifted at least once every twelve years in vessels of the first Division, and once every nine years in vessels of the second or third Division, to ascertain the state of the steel or iron parts of the bottom, cement, etc., inside; but in special cases, this may be postponed with the sanction of the Administration on the report of the Surveyor.

§ 4. — All defects discovered are to be rectified, and necessary repairs fully carried out, under the direction and to the satisfaction of the Surveyor.

The engines and boilers of steam vessels must be

submitted to a complete survey at the periods prescribed by Art. 5, § 1.

The Surveyor must examine the following parts in order to ascertain that they are in good working order: the cylinders, pistons, and valves; the condenser, the air, circulating, feed, and bilge pumps; the main bearings, crank pins, tunnel shafting, propeller shaft, propeller fixing, and the stern bushes. When the vessel is in dry dock, all the sea connections are also to be carefully examined.

The propeller shaft is to be examined every two years or as near that time as possible.

The Surveyor will examine the general arrangement of the valves, cocks and piping, and satisfy himself that the requirements of the Rules are carried out and especially that the donkey steam pump can efficiently pump from the bottom of all compartments (See Art. 23<sup>A</sup> and Art. 34, § 10). The prescription of Art. 34, § 10 hereafter, with regard to the possibility of running sea water into the vessel, accidentally, or otherwise, must not be overlooked, viz :

That when there is a bilge suction valve connected with the circulating pump, it shall be fitted as a non-return valve.

§ 5. — The interior and the exterior of the boilers and superheaters must be carefully examined, and the

## ARTICLES 6 AND 7

### PERIODICAL SURVEYS — CERTIFICATES AND SURVEY FEES.

Surveyor must see that the load on the safety valves is in accordance with the thickness of the plating, the system of riveting, and the general condition of the boilers.

§ 6. — The boilers must be tested by hydraulic pressure in accordance with the prescriptions of Art. 34, § 5; after twelve years this test to be made every two years.

§ 7. — All parts of engines and boilers funnels &c. worn out to less than 75 % of their original thickness or sectional area must be taken out and replaced. This does not apply to shafts, which are to be renewed whenever the surveyor considers it necessary.

All repairs and renewals must be fully carried out under the direction and to the satisfaction of the Surveyor.

§ 8. — On the completion of the annual and periodical surveys, the Surveyor will forward a detailed report to the Administration.

Annual and periodical Surveys will be recorded on the Classification Certificates and duly reported in the Register and Supplements.

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## ARTICLE 7.

### CLASSIFICATION CERTIFICATES AND SURVEY FEES

§ 1. — Vessels which have been accepted by the Administration for one or other of the classes above described shall receive a Classification Certificate.

Steamers shall receive one certificate for the hull, and one for the engines and main boilers; an additional certificate will be given for the donkey boiler.

Sailing Vessels fitted with a donkey boiler for working winches, etc., will receive a certificate for such boiler.

§ 2. — The Bureau Veritas Surveyors shall endorse these certificates whenever a survey has been held, such as annual survey of hull or auxiliary machinery referred to in Article 5, survey of engines or boilers or survey after damage, as mentioned in § 8 of the preceding Article.

§ 3. — New Classification Certificates shall be issued upon the completion of the periodical surveys referred to in Art. 5, § 1.

§ 4. — Shipowners and others interested should note that the Surveyors are not at liberty to deliver or endorse certificates of classification for hull, engines and boilers or those for anchors, chains, hawsers, etc., until the survey fees and expenses have been paid, also fees and



expenses in connection with the testing of materials; and that until this is done no information as to the survey will be published in the Register or Supplements.

§ 5. — When plans of a vessel are submitted for approval, it is understood that a charge may be made in proportion to the work spent upon their consideration, whether the classification of the vessel be proceeded with or not.

§ 6. — A fee will likewise be exigible whenever application is made for survey with a view to classification, irrespective of what may be the result of such application.

## ARTICLE 8.

### ARBITRATIONS.

§ 1. — In case of disagreement between the owners or builders and the Surveyors, in relation to vessels already classed or entered for classification and in course of construction, as to the material, workmanship, extent of

repairs or application of the Rules, the Administration will, on application being made, send another Surveyor whose decision shall be final; or, if preferred, the dispute may be referred to a commission composed of two arbitrators, one to be selected by each party, and should they disagree, an umpire may be appointed by them or by the chairman of the Tribunal or Chamber of Commerce, at the request of either party.

§ 2. — The Rules being the basis on which all vessels are classed in the Veritas Register, the decision of the commission must be grounded on the Rules, and the decision will be without appeal.

§ 3. — It is to be understood that the payment of the survey fees and expenses shall constitute the only claim that can be recovered from the party which fails.

§ 4. — Whether the vessel be classed or not, the survey fees and expenses become due when the Surveyor has been formally requested to survey the vessel.

§ 5. — The above mentioned commission cannot be admitted in cases covered by Art. 1, § 6.



## RULES

FOR THE

## BUILDING OF STEEL AND IRON VESSELS

## ARTICLE 9.

## PRINCIPAL DIMENSIONS. — SCANTLINGS.

The principal dimensions of vessels, hereinafter referred to, shall be determined in the following manner, viz.: —

## LENGTH.

§ 1. — The **length** to be taken from the after side of the stem to the fore side of the sternpost (rudderpost in screw steamers), measured **on the line of the upper deck** in vessels having one or two decks, and **on the second deck** in vessels having more than two decks.

Where the upper part of the stem forms a cutwater, the length is to be measured from the intersection of the after edge of the stem continued from the straight part below the spring of the curve, with the line of the upper deck.

## BREADTH.

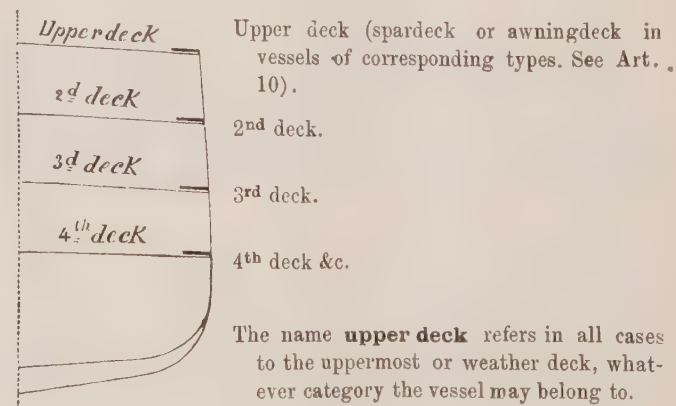
§ 2. — The **breadth** to be the **breadth moulded**, i. e. taken outside the main frame at the widest part of the vessel.

## DEPTH.

§ 3. — The **depth** employed in all cases to be the **moulded depth**, i. e. the depth measured **from the top of keel to the top of the upper deck beam at side and at mid-length**, unless otherwise specified in Art. 10 or in Art. 16, § 4.

## NAME OF DECKS.

§ 4. — In the present Rules, the different decks or tiers of beams of a vessel are always distinguished as indicated in the accompanying sketch :



## EXTREME PROPORTIONS.

§ 5. — Vessels whose length exceeds 12 times their depth or 7 times their beam, are to be treated as vessels of extreme proportions, and be subject to the additions mentioned in Art. 32.

## SCANTLINGS.

§ 6. — The **minimum** scantlings allowed for steel and iron vessels are laid down in Tables annexed to the present Rules. The Tables for steel are printed on pink paper, those for iron on blue paper.

Sections of strength equivalent to tabular requirements, such as the normal profiles recognised in different countries, may be accepted with the approval of the Administration.

For the quality and tests of the materials, see Art. 33.

When determining the scantlings, the exceptions specified in Art. 10 and the additions required by Art. 32 are to be taken into account.

The Administration moreover claim the right of increasing the said scantlings for any vessel liable, through her proportions, high propelling power or other special features of design, to sustain unusual strains.

The Tables for scantlings are to be used as follows, viz.:

The scantlings given in Tables Nos 1, 3 and 4 are deter-

mined by the product of length by breadth by depth ( $L \times B \times D$ ); measured as indicated in §§ 1, 2 & 3.

The scantlings given in Tables No 2 are determined by adding the breadth to the depth ( $B + D$ ) measured as indicated in §§ 2 & 3.

When the numerals thus found fall between two numbers in the Tables, the scantlings may be regulated by the lower numeral.

§ 7. — Details not specified in the Rules are to be approved by the Surveyors.

## ARTICLE 10.

## DIFFERENT TYPES OF VESSELS. — GENERAL REGULATIONS.

§ 1. — Steel and iron vessels belong to one of the following types :

1° **Vessels with one, two or three decks.** This category includes all vessels having their upper deck running from forward to aft without any interruption, and not belonging to the spardeck or awningdeck type.

For special regulations see §§ 2 and 3, hereafter.

Forecastles, poops or bridgehouses may be erected on the upper deck of vessels having one, two, or three decks. For the scantlings of these superstructures see § 8 hereafter.

2° **VESSELS WITH A RAISED DECK.** — In these vessels the upper deck is interrupted and raised at the after end,

the forward part of the deck being fitted with a forecastle built in the ordinary manner, or raised in the same manner as the quarterdeck. See §§ 4 and 8 hereafter.

3° **VESSELS OF THE WELLDECK TYPE.** — When the poop or raised quarterdeck is connected with the bridgehouse, the forecastle being a topgallant or a sunk forecastle, so that the upper deck is exposed only between the fore-castle and the bridgehouse, the vessel belongs to this type, and §§ 2, 3 & 8 hereafter are to be applied according to circumstances.

4° **SPARDECK VESSELS.** — These vessels which are intended for taking light cargoes in the upper 'tween deck, must have at least two laid decks, and only light deck erections. They may benefit by the reductions allowed in § 5 hereafter.

5° **AWNINGDECK (OR HURRICANEDECK) VESSELS.** — In these vessels a light deck is fitted over the second deck from forward to aft, to shelter passengers or light cargo. The scantlings of these vessels may benefit by the reductions allowed in § 6 hereafter.

If the topsides between the awningdeck and the second deck are left open for a certain length before and abaft the midship part, or for the whole length of the vessel, she is to be termed a **Shadedeck** vessel.

**Partial awningdeck** vessels are those where the awning-deck is not continuous from forward to aft, and which

have a raised after or forward deck; § 6 applies to both cases.

6° **SHELTER-DECK VESSELS.** — These are vessels having, as in the case of awning deck vessels, a complete superstructure, in the deck of which (the shelter-deck) are one or more openings at the middle line which are not fitted with means whereby they may be permanently closed.

7° **TURRET VESSELS.** — Are those without sheer having a continuous central turret which is constructed so as to form with the main or harbour deck an integral part of the hull. The normal breadth of this erection shall be taken at half the breadth of the ship, and its normal height shall be reckoned at 25 % of the moulded depth to harbour deck. They may have usual erections such as poop, fore-castle etc. on turret deck. In such vessels the framing and shellplating must be continuous up to turret deck stringer, and should be rounded above the load line and at base of turret. (See sketch.)

8° **TRUNK DECK VESSELS.** — Are those having a continuous trunk erection amidships extending over at least 70 % of the vessels length. This trunk to be of strong construction well connected to an iron or steel deck, and to be without openings in its sides. Its breadth shall be not less than 45 % of the moulded breadth of the vessel and depth not less than 3 ft. 6 ins.

VESSELS WITH ONE, TWO OR  
THREE DECKS.

The above types of vessels are to be treated in accordance with the following paragraphs.

## I. — VESSELS WITH ONE, TWO OR THREE DECKS.

§ 2. MEASURING OF DEPTH. — The depth in vessels of this class is to be measured in the following manner :

## A. SINGLE DECK VESSELS.

In all vessels having only one laid deck, with or without a second tier of beams, the depth for regulating the scantling numbers is to be measured **to the upper deck**. (See Art. 9, § 3.)

## B. TWO AND THREE-DECKED VESSELS.

In steam vessels classed with the navigation mark L, having two or more tiers of beams and at least two laid decks, one of which is of steel or iron, the depth regulating the **longitudinal** number may be 85 % of the moulded depth.

In steam vessels classed with the navigation mark G, having two or more decks laid, one of which is of steel or iron, the depth regulating the **longitudinal** numeral may be 75 % of the moulded depth.

The above reductions will also be allowed for **three deck steam vessels** when hold beams are dispensed with and compensated for by web frames or deep framing. (Art. 16, §§ 13, 16.)

For sailing vessels no reduction in the tabular depth will be granted unless the third tier of beams is fitted.

§ 3. GENERAL RULES APPLYING TO VESSELS WITH ONE, TWO OR THREE DECKS. — Steam vessels may be constructed with decks, strong hold beams and stringers as indicated on Plate A. The hold beams and stringers, or the lower decks may be dispensed with and compensated for by web frames and stringers as per Plates B<sub>1</sub> B<sub>2</sub> or by deep framing and stringers as per Plates C<sub>1</sub> C<sub>2</sub>. (See Art. 16.)

For all particulars about riveting, see Art. 27.

All frames to extend to the upper deck stringer plate, and the reverse frames according to Article 14.

The dimensions of the beams are given in Tables N° 5, but any other form approved by the Administration may be substituted.

The sheerstrake to be fitted at the upper deck.

The dimensions of the stringers, longitudinal and diagonal tie plates and stringer angle bars, are given in Tables N° 6. These dimensions to be retained for half the vessel's length amidships; beyond this and towards the ends of the vessel they may be gradually reduced to the dimensions given in the Tables. (See also Art. 18 and 19.)

In vessels of the two and three deck type, having **22 feet depth or more**, measured to the upper deck, the upper and second deck must be entirely plated over or covered with



## ARTICLE 10

### RAISED DECK AND WELL-DECK VESSELS.

wood. (See also Art. 22.) The thickness of wood decks is given in Tables N° 6.

When plated decks are required by the Rules, they are to be in accordance with Tables N° 6.

When a complete or partial plated deck is required, it must be fitted to the upper deck. (See Art. 22.)

Where one complete deck and one partially plated deck are required, the complete plating must be fitted on the upper deck and the partial one on the second deck.

Where two steel decks are required by Table N° 6, and the lower one is suppressed, the thickness of the upper, between the hatches and stringer plate, shall be increased by 50 %, and the stringer plate and plating between the hatches by 25 %. Similar compensation is to be made for the suppression of a lower deck in cases where more than two decks are required.

In all vessels of this class the dimensions of the deck stringers will be determined by the proportion of length to depth measured to the upper deck.

Side intercostal keelsons will be required in all cases in three-decked vessels for not less than  $\frac{2}{3}$ ds the vessel's length amidships. (See Art. 17, § 6.)

If it is intended to erect houses other than those of limited dimensions on the upper deck of three-decked vessels partial bulkheads must be fitted between decks, or

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other compensation given and submitted through the resident Surveyor for the approval of the Administration.

The additions for extreme proportion requirements are given in Art. 32, and will be determined by the proportion of length to depth measured to the upper deck.

### II. — RAISED DECK AND WELL-DECK VESSELS.

§ 4. MEASURING OF DEPTH. — The scantlings to be regulated by the depth to the upper deck amidships, and the height above the line of upper deck is to be added to the moulded depth (See Art. 16) for the arrangement of lower deck beams, hold stringers and reverse frames in way of the raised deck, unless compensation is given.

For vessels built with both a raised quarter and raised foredeck, a maximum load line must be submitted for the approval of the Administration.

#### GENERAL RULES FOR BUILDING VESSELS WITH A RAISED DECK.

— For all particulars about riveting, see Article 27.

The scantlings of beams, stringers, longitudinal and diagonal tie plates of raised decks to be the same as those required for the upper deck, and the thickness of the raised deck side plating above the main sheerstrake to be the same as required for the side shell plating. The wood deck may be reduced  $\frac{1}{2}$  inch in thickness, when the length of the raised deck does not exceed  $\frac{1}{4}$ th of the



vessel's length, but no deck plank under  $2\frac{1}{2}$  inches in thickness will be allowed. The end bulkhead plates of raised decks to be the same in thickness as the side plating and connected to the deck at their lower edge by bars of stringer angle dimensions.

In way of a break, both the raised deck and the main deck shall be plated over from stringer to stringer, for a length equal to one beam space, in order to afford efficient means of attachment for brackets fitted between the main and raised parts of the deck. A plan of the strengthenings must be submitted to the Administration for approval.

The side plating to be continued beyond the break for a length equal to two or three spaces of frames.

**Whenever the length of the raised deck exceeds one-quarter of the vessel's length**, the side plates at the break must be increased  $\frac{2}{16}$ ths of an inch in thickness, and the adjoining plates before and abaft it  $\frac{1}{16}$ th of an inch. (See also § 8 hereafter.)

Where ports or gangways interfere with this arrangement, the sheerstrake must be doubled for a length of at least twenty feet, in way of the break.

The raised deck stringer is to be continued beyond the break for a length equal to three spaces of frames, or otherwise compensated for, but its width may be gradually reduced to that of the main rail. (See also § 8 hereafter.)

The upper deck stringer must also extend beyond the break bulkheads for a length of three frame spaces. The stringers to be connected to the side plating by angle bars.

**In vessels having both a raised quarter and a raised foredeck**, the upper deck sheerstrake must extend continuously from stem to stern, and be increased  $\frac{2}{16}$ ths of an inch in thickness at each break, but may be gradually reduced at each end of the vessel as usual.

The upper deck stringer must be continued under the raised deck for a length equal to three times its width; it must be fitted to the side plating or sheerstrake, and connected to it by angle bars extending from frame to frame; the stringer may be gradually reduced in breadth until the width of the frames is attained.

The raised deck stringer must be continued without interruption and connected to the side plating by an angle bar, but its breadth may be reduced provided it is compensated for.

The stringer plate of the deck below the raised deck must also be continued for three frame spaces beyond the break, and fitted as just described. Other systems of compensation will be accepted, provided the plans be submitted through the Surveyor for the approval of the Administration.

No doors will be allowed in the fore end bulkheads of bridgehouses nor in the end bulkhead plates of raised

## SPARDECK VESSELS.

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decks. These bulkheads must be efficiently strengthened and connected to the upper deck.

All the frames in the bridgehouses of such vessels must extend to the upper stringer plate.

In vessels of the welldack type the freeing port area in the well to be in accordance with Art. 22, § 3, and the bulkhead at the fore end of the bridge is to be stiffened as follows : —

The thickness of the plating to be as given in Table N° 8 for the side plating of bridgehouses having 40 % of the vessel's length; coaming plates to be  $\frac{2}{32}$  in. thicker. Bulb angle stiffeners spaced 30 ins. apart are to be fitted, and connected by knee plates to deck plating both at the main and the bridge decks.

The following table gives the scantlings of the bulb angle stiffeners.

BREADTH OF SHIP	SCANTLINGS OF STIFFENER	BREADTH OF SHIP	SCANTLINGS OF STIFFENER
24	5 3 $\frac{15}{32}$	40	7 $\frac{1}{2}$ 3 $\frac{1}{2}$ $\frac{15}{32}$
30	6 3 $\frac{15}{32}$	50	8 $\frac{1}{2}$ 4 $\frac{1}{2}$ $\frac{15}{32}$
36	7 3 $\frac{15}{32}$	60	8 $\frac{1}{2}$ 5 $\frac{1}{2}$ $\frac{15}{32}$
42	7 3 $\frac{15}{32}$	58 and above	9 3 $\frac{15}{32}$

Intermediate sizes to be found by interpolation.

At about the height of the main rail, horizontal

brackets or gusset plates of the thickness of bridge front coannings are to be fitted so as to connect the bridge front with the bulwarks on each side of the vessel.

Arrangements, equivalent in strength to the above, will be accepted with the approval of the Administration.

## III. — SPARDECK VESSELS.

§ 5. MEASURING OF THE DEPTH. — The scantlings may be regulated by measuring the moulded depth **to the second deck**, but the numbers thus obtained are in no case to be less than 77500 and 45.

Spardeck vessels may benefit by the reductions allowed hereafter.

The scantlings and riveting of "strong spardeck" vessels whose load draught is practically the same as that of a three decker shall be considered with reference to the three deck rather than spardeck requirements.

SPECIAL RULES FOR BUILDING SPARDECK VESSELS. — For all particulars about riveting, see Art. 27.

The reverse frames must extend to the upper and above the second deck stringer alternately.

If it is intended to erect other houses on the spardeck than those of limited dimensions, partial bulkheads must be fitted between decks, or any other compensation given and submitted through the resident Surveyor for the approval of the Administration.

In vessels the numeral of which is under 187500 and having only light deckhouses, the partial bulkheads may be replaced by carrying all reverse frames up to the spardeck for at least the length over which the deckhouse extends.

A sketch of cargo ports in tween decks, showing compensation, shall be submitted for the approval of the Administration.

The dimensions of the beams are given in Tables N° 5, but any other approved form may be substituted.

Sheerstrakes according to Tables N° 1 to be fitted to both spar and second decks. The thickness of topside plating between the spar and second deck sheerstrakes is given in Tables N° 1, but the end thickness of these plates on vessels fitted with a full poop or topgallant forecastle to be in no case less than the tabular thickness of said fore-castle or poop side plating.

It is recommended to increase the thickness of this topside strake by about  $2/32$  in., a corresponding amount being taken from the main deck sheerstrake.

The upper and second decks must be permanently plated over or covered with wood. (See also Art. 22.) A reduction of half an inch from the tabular thickness will be allowed on the deck planks of the upper and second deck, but no planking under 3 inches will be allowed when no plated deck is fitted.

Plated decks to be fitted in accordance with Tables N° 6.

When a complete or partial plated deck is required, it must be fitted on the upper deck. (See Article 22.)

Where one complete deck and one partially plated deck are required, the complete plating must be fitted on the upper deck, and the partial one on the deck immediately under it.

Side intercostal keelsons will be required **in all cases** in these vessels, for  $2/3$ ds the vessel's length amidships. (See Art. 17, § 6.)

Stringer plates and tie plates of the dimensions given in Tables N° 6 to be riveted on each tier of beams and fitted according to Articles 18 and 19.

The dimensions of the deck stringers to be determined by the proportion of length to moulded depth measured **to the upper deck**.

**In vessels whose length is under 14 times the moulded depth** measured to the upper deck, a reduction of  $1/16$ th of an inch will be allowed on the thickness of the stringers, longitudinal and diagonal ties of the main deck ; but none of these plates to be under  $11/32$ ds of an inch amidships, and  $10/32$ ds at the ends when of steel ( $7/16$ ths and  $6/16$ ths when of iron).

The above reductions are not to be applied to stringer angles.

## ARTICLE 10

### AWNINGDECK AND SHELTERDECK VESSELS

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In vessels whose length is 14 depths and above measured to the upper deck no reduction will be allowed on the thickness of stringers, longitudinal and diagonal ties.

The augmentations for extreme proportion are given in Article 32, the depth being taken to the upper deck, both for the upper and the lower parts of the vessel.

#### IV. — AWNINGDECK AND SHELTERDECK VESSELS.

§ 6. MEASURING OF DEPTH. — The depth for scantlings as well as for extreme proportions to be measured **to the second deck**; but for the longitudinal numeral in vessels having two or more laid decks below the awning deck the depth may be taken at 85 % of the moulded depth.

**RULES FOR BUILDING AWNINGDECK VESSELS.** — For all particulars about riveting see Art. 27.

For these types of vessels, **a maximum load line must be submitted for the approval of the Administration** and entered in the Register book.

**The hatchways and openings on the second deck** must be fitted in every respect as if it were an exposed deck, but the depth of coamings need not exceed 12 ins.

All frames must be carried up to the awning or shelter deck stringer plate, or to the lower part of the curved gunwale plate.

All reverse frames must be carried up to the top of the

second deck stringer angles. They shall extend to the awningdeck stringer on every fourth frame when the longitudinal number is 270000 or above, and on every second frame when of or above 450000.

The dimensions of awning or shelter deck beams are given in Tables N° 5, but any other approved form may be substituted. The beams must in all cases be efficiently riveted to the frames, to the satisfaction of the Surveyor.

The thickness of the side plating, between the awning or shelter and second deck sheerstrakes is given in Tables N° 1.

The awning or shelter deck sheerstrake in all cases to be 1/16th of an inch thicker than the side plating next below it.

Openings, such as cargo doors, in the awning or shelter deck side plating must be efficiently compensated for, and a sketch of the proposed arrangements submitted for the approval of the Administration.

For the reduction of side plating at ends see Table N° 1<sup>5</sup>.

The scantlings of awning and shelter deck vessels whose longitudinal number exceeds 750000 will be specially considered.

The breadth and thickness of stringers and ties are given in Tables N° 6. The tabular breadth is to be retained for half the vessel's length amidships, tapering off



gradually towards the ends to the dimensions shown in the Tables. When the gunwale plate is curved, the stringer must be laid flat on the beams for its full tabular breadth.

Tie plates and diagonals must be fitted on the awning or shelter deck and deck below, where not plated.

The stringer angles to be as given in Tables N° 6 for lower decks.

The second and upper decks must be plated or covered with wood.

A reduction of one-fourth from the thickness of second deck planking will be allowed for the awning or shelter deck, but no planking under  $2\frac{1}{2}$  inches thick is to be fitted.

Plated decks will be required in accordance with the requirements of Tables N° 6.

When a partial or a complete plated deck is required, it must be fitted on the second deck. (See Art. 22.)

When more than one plated deck is required by Tables N° 6, the thinnest of the decks so required shall be fitted to the awning or shelter deck.

Intercostal sister or side keelsons are to be fitted in vessels over 32 feet in breadth or 275 feet in length. (See Art. 17, § 6.)

Vessels whose depth to the top of the second deck beams is over 25 feet, to have a bulb of the same dimensions as

required for second deck beams, riveted between the bilge keelson angle bars, for  $\frac{2}{3}$  of the vessel's length amidships.

If any erection is intended to be constructed on the awning or shelter deck, the proposals for same and suggested additional strengthening must be submitted for approval to the Administration through the resident Surveyor.

The additions for extreme proportion requirements, are given in Article 32, the depth for the ratio of length to depth being taken to the second deck.

#### V. — TURRET-DECK VESSELS.

§ 7. — MEASURING OF DEPTH. — The depth for Tables Nos 1, 2, 3 & 4 may be 60 % of the moulded depth to harbour-deck, except in vessels whose moulded depth exceeds 19 feet, in which case the depth for Tables Nos 2 & 4, shall be seven feet less than the moulded depth to harbour deck. (70 % shall be taken instead of 60 % in the case of vessels having no hold beams.)

RULES FOR BUILDING TURRET VESSELS. — All the frames and reverse frames must extend to turret deck, or equivalent strengthening fitted.

If deep frames be adopted, their scantlings must be determined as in Art. 16, § 17. They may terminate at the harbour deck, and the upper limb be formed of bulb angle



## ARTICLE 10

### TURRET-DECK VESSELS

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of the size given in the last column of Table N° 5<sup>1</sup> for upper deck beams whose length equals 80 % of the moulded breadth.

Turret deck beams must be of the size given in last column of Table N° 5<sup>1</sup> for beams whose length equals 80 % of the moulded breadth of the ship. They are to be fitted on alternate frames, and on every frame under winches. At ends of hatches a strong beam is to be fitted.

Harbour deck beams to be fitted on every alternate frame, of the size given in Table N° 5 for beams whose length equals 80 % of the moulded breadth of the ship. Instead of beams on every second frame, heavy beams of double channels or other equivalent section may be fitted at the ends of hatches and elsewhere, not exceeding, as a rule, 12 frame spaces apart. If of double channels their scantlings shall be as given in column 3 of Table N° 5<sup>4</sup> for beams whose length equals 80 % of the moulded breadth of the vessel. They should be fitted with covering plates top and bottom, and must be supported by suitably constructed pillars of double channels or other section, placed in line with, or efficiently supporting the sides of the turret.

The arrangement of beams and stringers below the harbour deck must be in accordance with Art. 17 & 18, noting that if it be desired to modify or suppress any of the requirements therein set forth, adequate com-

pensation is to be provided to the satisfaction of the Administration.

Strong hold beams are to be in accordance with the requirements of Table N° 5<sup>4</sup> and are to be well connected with the channel pillars referred to above. The ends of these beams must be well connected to the hold stringer and framing by means of large bracket plates. In some cases the stringer and bracket plates shall be connected to the shell by double angles.

A stringer plate of width equal to  $1\frac{1}{2}$  ins for every 10 feet in length of ship and of same thickness as sheerstrake must be fitted on the turret deck beams with a stringer angle of the size given in Tables N° 6 or equivalent.

The scantlings of lower deck stringer and plates and bars to be as given in Tables N° 6 for third decks.

If more than one deck be required to be plated, according to Tables N° 6, and such plated lower decks are not fitted, adequate compensation will be required.

The thickness of shell plating must be in accordance with Tables N° 1. The sheerstrake is to be fitted at the turret deck.

Additions for extreme proportions will be required according to Art. 32; these additions to be regulated by the proportion of length to depth moulded to harbour deck plus one-third of the height of turret.

For those items or arrangements of parts not specifi-

POOPS, FORECASTLES, BRIDGEHOUSES  
AND DECKHOUSES.

cally referred to above, the general requirements of the rules will be taken as a basis.

The equipment is to be regulated by the product of length, breadth and depth to harbour deck, plus half the capacity of turret and of deck erections, the usual reduction for full-powered steam-vessels being allowed.

POOPS, FORECASTLES, BRIDGEHOUSES  
AND DECKHOUSES.

§ 8. — The scantlings of side plating etc. of poops, bridges, forecastles and deck houses are to be in accordance with Table N° 8.

In poops the side plating is to be continued forward of the front for a length equal to two or three spaces of frames, and the plates covering the break to be increased 1/16th of an inch in thickness. In bridgehouses these requirements to be applied to both ends of the house.

For the riveting of butts, see Art. 27.

The transverse bulkheads enclosing poops, forecastles and bridgehouses are to be plated with plates of the same thickness as the side plating of poops and bridgehouses and must be strengthened by vertical frame angle bars, web plates or bulbs, not more than 30 inches apart, and connected with efficient knee plates at top and bottom.

For the stiffening of the bulkhead at the fore end of bridgehouse in well-deck vessels see § 4 of this Article.

When the length of the poop, bridgehouse or forecastle **exceeds one-quarter of the vessel's length**, the sheerstrake is to be doubled and the thickness of stringerplate is to be increased by 20 % **for a length of at least twenty feet** in way of the front of the poop or of both ends of the bridgehouse, or of the after end of the forecastle. (See also Art. 19, § 2.)

When the combined length of poop or raised quarter deck and bridgehouse or the length of either of them **exceeds 2/5 of the vessel's length**, in vessels whose numeral is over 125,000, the upperdeck sheerstrake is to be doubled **for the half length amidships** with plating of same thickness as the strake next below, or its thickness increased by one half of the tabular midship thickness, unless compensated for by increasing the bridge side plating and stringer over at least 2/5 of vessel's length, or otherwise.

When the combined length of poop or raised quarter deck, bridgehouse and forecastle or of two of them, or the length of any one of these erections **exceeds half the vessel's length**, in vessels whose numeral exceeds 125,000, the upperdeck sheerstrake is to be doubled **for 3/4 of the length** with plating of same thickness as the strake next below, or its thickness increased by 1/2 of the tabular midship thickness unless compensated for as per preceding paragraph or otherwise.

When a curved gunwale is adopted, the stringer must

## ARTICLE 11

### KEEL.

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be laid for its full breadth flat on the beams and the gunwale plate brought up to join it.

The stringer angle bars to be of the size specified in Tables N° 6, for lower decks, but need not exceed  $3\frac{1}{2} \times 3\frac{1}{2} \times 12/32$  steel (7/16 iron).

The size of beams is given in Tables N° 5, but if preferred any other approved form may be substituted. The beams are in all cases to be efficiently riveted to the frames, to the satisfaction of the Surveyor.

In poops, bridgehouses and forecastles every frame is to be carried up to the stringer of these erections, or to the lower part of the curved gunwale.

No reverse frames will be required in poops or bridgehouses if there are no erections on same.

If there are any erections on poop or bridgedeck, the frames below these decks must be stiffened by reverse angles or webplates to the satisfaction of the Administration.

In topgallant forecastles no reverse frames will, as a rule, be required; but in case the forecastle by its form or size might be liable to damage from the sea, its forward end is to be strengthened by reverse frames or stringers and gussets, to the Surveyor's satisfaction.

The deck planking may be reduced one-fourth, but no planks are to be less than  $2\frac{1}{2}$  inches in thickness, or two inches when of teak.

If a poop, a forecastle or a bridgehouse is fitted

to a vessel where the frames do not extend above the upper deck stringer, angle bars of the same size and spacing as frames must be introduced, connected to upper deck stringers by gusset plates and angle bars, and riveted to beam arms and side plating, as ordinary frames.

## ARTICLE 11.

### KEEL.

§ 1. — The form of keel may either be that of a bar, centre plate or flat plate.

#### BAR KEEL.

§ 2. — If a bar keel is adopted, the scantlings must be in accordance with Tables N° 1, and forged in as long lengths as possible. The foremost piece may be bent up in the shape of a fore foot, so as to be scarphed with the foot of the stem. The scarphs to be planed and caulked, and to be in length equal to three times the depth of the tabular keel bar. Rivet holes in the thin ends of scarphs to be drilled after the scarphs are fitted.

#### CENTRE PLATE KEEL.

§ 3. — The depth of centre plate keel must not be less than the united depths of floor plates and bar keel and its thickness as given in Tables N° 3. The centre plate and side plates are to be in as long lengths as possible; their butts must be well shifted with one another and

also with those of the garboard plates. The side plates are to be in depth equal to the ordinary bar keel; the united thickness of the centre and side plates must not be less than the thickness given in Tables N° 1 for ordinary bars keels. (See also Art. 15, § 5 and Art. 17, § 3.) — For riveting, see Art. 27.

## FLAT PLATE KEEL.

§ 4. — If a flat plate keel be adopted, the dimensions to be in accordance with Tables N° 1 for half the vessel's length amidships; beyond this it may be gradually reduced in thickness, but when over 20/32 amidships, it must not be less at the ends than five-sixths of the midship thickness. No reduction from the midship thickness to be allowed at the after end of screw steamers.

The thickness of the adjoining strakes to be as given in the Tables for garboard strakes. The keel butts to be carefully shifted with the butts of the adjoining strakes. (See Art. 24, § 1.)

**In vessels whose numeral is 450000 and above,** the flat plate keel as given in the Tables is to be doubled for its whole length with a plate of the same thickness as the adjoining strakes.

In every case where this form of keel is adopted, an intercostal or a continuous centre plate keelson is to be

fitted and connected to the flat keel plate by two longitudinal keelson angles.

If the keelson is continuous it must have the thickness prescribed for centre plate keels (§ 3).

For further details see Art. 17, §§ 3 and 5, and for riveting see Art. 27.

## ARTICLE 12.

## STEM AND STERNPOST.

Stems, sternposts and propeller frames may be made of forged iron, forged steel or cast steel, provided the material complies with the conditions specified in Art. 33.

## STEM.

§ 1. — The stem must be of the tabular size of the bar keel, but may be gradually reduced, from the light water line upwards, so that the sectional area at the head be 2/3rds of the tabular area. If the fore foot is a part of the stem, the stem may be made in two pieces, the lower one extending towards aft sufficiently to allow the scarp to be placed at a good distance abaft the rounding of the fore foot. The length of scarps is to correspond to those of the bar keel.

## STERNPOST AND STERN FRAME.

§ 2. — **In sailing vessels, paddle and twin screw steamers,** the sternpost is to be at least equal in size to



the bar keel; the dimensions however must be increased if required in order to secure sufficient strength to the rudder gudgeons. The section may be gradually reduced above the counter to the head where it may be two-thirds of the greatest sectional area.

§ 3. — In steamers with a single screw propeller the stern frame may be either a single forging or formed of three pieces with compensation in way of scarphs. In this case the lower part of stern frame and its connection with keel must be in one piece, and the scarphs placed in lower parts respectively of rudder and propeller posts and above the arch of propeller space. In case of scarphed frames a detailed sketch of same must in all cases be submitted through the resident Surveyor for the approval of the Administration.

The keel plate and adjoining strakes are to be connected to the stern frame by three rows of rivets, when these plates have a thickness of  $22/32$  in, and  $20/32$  in, respectively, also in all high speed steamers. It is recommended to use tap rivets for one of the rows.

§ 4. — In screw steamers the size of propeller post to be not less than that given in Tables N° 1, from keel to above the boss. The thickness at boss on each side of the shaft aperture to be at least equal to  $2/3$  of the tabular thickness of the lower part of the post; the upper part of stern frame

may be gradually diminished to the size of rudder post at their junction.

The portion of stern frame forming a continuation of keel may be reduced in moulding but must retain a sectional area equal to that of the propeller post.

§ 5. — The sectional area of the rudder post to be at least equal to 90 % of that of the propeller post, gradually reduced from lower part of rudder trunk to its head, but the sectional area at head (at the level of main deck) must not be less than two-thirds the size at heel.

The head of the sternpost must be firmly secured to the beams and to a plated deck (or to a horizontal plate riveted to the beams when there is no plated deck) by a transom plate having the thickness required for floors amidships and at least once and a half their depth. If transoms of this depth cannot be fitted, compensation will be required.

The rudder braces or gudgeons may be forged on the sternpost or fitted and riveted thereto, but in the latter case the sternpost must be strengthened in way of the rivets. The thickness of the gudgeons round the rudder pintle is to be at least one half the diameter of the pintle and their depth at least  $1\frac{1}{2}$  times that diameter.

The distance between the braces to be from four feet to five feet six inches but never to exceed the latter.

§ 6. — The keel part of stern frames should be gradually rounded up, from propeller post towards aft, as



much as practicable without interference with propeller space, in order to keep the weight of the vessel of the after part of stern frame; when laid on graving dock blocks or on a gridiron.

§ 7. — In all screw steamers whose numeral is 210,000 or above, the propeller post must be carried up to the second deck and firmly secured at its head to the deck beams by angle bars and bracket plates.

§ 8. — The keel portion of stern frame in all vessels whose scantling number is under 140,000 to extend at least six feet towards forward and eight feet in vessels whose scantling number is over 140,000. These are minimum lengths above which it is recommended to go as far as the conditions of manufacture may permit.

The keel portion of stern frame forward of propeller post may be gradually reduced to the size of bar keel at their junction or scarph.

§ 9. — In twin screw steamers the sectional area of the > brackets supporting the outer end of the propeller shaft shall be about 40 % that of the shaft which it supports. A sketch of the brackets showing their connection with the hull is to be submitted to the Administration for approval.

## ARTICLE 13.

### FRAMES.

§ 1. — The frames shall consist of a frame angle and reverse frame riveted together. If preferred, a single bar, such as a Z or channel bar, or a bulb angle, &c., may be used in lieu thereof, provided its strength is not less than that of the tabular built-up frame. (See Table N° 2<sup>5</sup> pink paper.)

§ 2. — The frames to be of the scantlings given in Tables N° 2 and must be spaced as specified in Tables N° 1. The reductions given in the Tables will be allowed over one-quarter of the vessel's length in vessels whose transverse numeral is under 50, and at the after end only when the numeral is 50 or above.

If the frame spacing be increased beyond tabular requirements adequate compensation must be made for same by increasing the scantlings of the framing, beams, shell and deck plating, or otherwise, to the satisfaction of the Administration.

§ 3. — The frames to be in one length from the centre line to the upper deck stringer, and scarphed across the line of keel over three-fourths of the vessel's length amidships, with a piece of angle bar of same scantlings as frame, riveted to the shell plating and to the floors, the length of which shall be such as to receive not less than three rivets

## REVERSE FRAMES

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of the tabular pitch and diameter on each side and in each flange. Where a centre plate keel is adopted, this angle bar must be rove through the keel plate. These scarphing pieces will not be required when flat plate keels are fitted.

Rivet holes in way of the turn of bilge are not to be punched until after the frames are bent, likewise the holes in way of plate landings.

§ 4. — In vessels intended for a speed of 14 knots and above all frame angles should be double, at least up to the lower deck abaft the watertight bulkhead at the stuffing box of the stern tube; if preferred, the frames may be connected together and with the shell plating by means of intercostal plates and stringers.

§ 5. — **Deep framing.** — See Art. 16, §§ 16 and 17.

§ 6. — In vessels having their machinery placed aft, the thickness of the frames and reverse frames in the machinery spaces or coal bunkers shall be as given in Table N° 2 for half length amidships.

§ 7. — Where a watertight flat or deck is fitted it is recommended to cut both frames and reverse frames in way of same and connect the frames to the deck by knee plates both above and below. These knees to be of ample size and well riveted to the deck and frames.

## ARTICLE 14.

## REVERSE FRAMES.

§ 1. — Reverse frames of the size specified in Tables N° 2 are to be fitted to each angle frame. The reductions given in the Tables will be allowed over one-quarter of the vessel's length from each end.

The reverse frames must be in one length from the centre line up and to have scarph pieces over the butt at centre line, of the same sectional area, with at least three rivets in each flange on each side of the butt.

§ 2. — The arrangement of the reverse frames is to be regulated by the moulded depth measured to the upper deck in all vessels, except in awningdeck vessels, for which see § 4 hereafter.

§ 3. — The reverse frames on alternate frames are to extend to the upperdeck (for spardeck vessels see Art. 10, § 5), and on the intermediate frames to the upper turn of the bilges in vessels under 12 feet 6 inches in depth; to above the side stringer angle bar in vessels under 14 feet 6 inches in depth, and to above the second deck stringer angle bar in all others. (For vessels with raised decks see Art. 10, § 4.)

When the frames are formed of a single rolled bar

such as a bulb angle, channel or Z bar, etc., the reverse bars on floors to be extended to and efficiently connected with the frames.

§ 4. — **In awningdeck vessels**, all reverse frames to be carried up to the top of second deck stringer angle. (See also Art. 10, § 6.)

§ 5. — **In sailing vessels of 21 feet and more in depth to the upper deck**, the reverse frames must all extend to the upper deck stringer.

§ 6. — For reverse frames in raised decks, full poops bridgehouses, forecastles, see Art. 10, §§ 4 and 7.

§ 7. — **In engine and boiler space and intermediate bunkers**, each floor must be fitted with double reverse frames extending to the lower turn of bilge **in vessels having less than 16 feet depth**, and to the upper turn of the bilge **in all others**, except in vessels with a double bottom, where the double reverse bars inside the double bottom need not be extended beyond the margin plate.

The thickness of reverse frames in way of coal bunkers to be same as for frames.

§ 8. — Reverse angle lugs to be fitted in way of all keelsons and stringer angle bars, for their attachment all fore and aft. (See Art. 17, § 15.) These need not be fitted when intercostal keelsons are used.

When the frames are formed of a bulb angle bar, two angle lugs of the size required for reverse frames

to be fitted in way of all keelsons and stringers, or one lug of sufficient size to admit of four rivets in keelsons, and three in frame. In way of intercostal keelsons one lug only will be required.

§ 9. — Where reverse frames are cut in way of a watertight flat, compensation must be given to the Surveyor's satisfaction. (See Art. 13, § 7.)

§ 10. — **In side-wheel steamers**, reverse frames extending to the upper deck stringer to be fitted to every frame in way of the paddle boxes, or if preferred web or plate frames riveted to beams, paddle beams, frames and floors, may be fitted in lieu thereof. Their dimensions to be approved of by the Administration.

## ARTICLE 15.

### FLOOR PLATES

§ 1. — **In all vessels** floor plates of the dimensions given in Tables N° 2, are to be fitted to each frame.

They may be gradually reduced in depth from the middle line towards their ends, to the moulded breadth of the frames, but at the lower turn of bilges their depth should not be less than one-half of that at the centre line.

The depth of the floors should be increased towards the ends of the vessel, to allow proper attachment for the centre keelson (which must extend as far forward and aft as practicable) and in the after peak of screw steamers they

## ARTICLE 15

### FLOOR PLATES

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should be carried as high as practicable to stiffen the after body; in any case to above the stern tube.

The depth of bulkhead floors to be sufficient to admit of the plating being riveted to the floor above the ceiling and fitting the keelson collars clear of the landing.

Transom plates to be fitted of a depth to suit the size and shape of the counter, and over the stern frame.

§ 2. — The maximum thickness of the floor plates is to be retained for half the vessel's length amidships and may be reduced towards the ends of the vessel as specified in Tables N° 2; except at the fore end in vessels of full form, where the midship thickness should not be reduced more than  $\frac{1}{32}$  in for about 15 % of the vessel's length abaft the collision bulkhead, whether with or without a double bottom.

§ 3. — All floor plates in engine and boiler rooms and intermediate bunkers as well as in permanent bunkers adjacent to engine and boiler rooms, to be increased in thickness. (See Tables N° 2.)

§ 4. — The floors must extend up the turn of the bilges to a height equal to at least twice the midships depth, over the greatest possible length. This height may be gradually reduced towards the ends of the vessel, so that the upper edge of floors form a horizontal line.

When floor plates are made of two or more pieces, the butts must be carefully shifted, or, if all butts are placed

on the middle line, they must be fitted with double butt- straps double riveted or overlapped with three complete rows of rivets. (For riveting see Art. 27.)

§ 5. — Floors, in vessels with a centre plate keel or with a flat plate keel and continuous centre plate keelson, must have double angle bars of the same size as reverse frames, fitted vertically on each side of the keel and of the floors, and riveted through the floors and the centre plate.

#### WASH PLATES.

§ 6. — Wash plates connected to the floors by angle lugs are required between the centre line keelson and the bilge keelson in all vessels, with the exception of those which are under 26 feet beam and fitted with intercostal or continuous centre line keelson. These plates to have the thickness required for the lower part of watertight bulkheads and to extend at least over two thirds the vessel's length amidships. (See § 7.)

#### LIMBER HOLES.

§ 7. — Suitable limber holes to be cut in the floor plates above the frames on the centre line in vessels with a centre girder keelson on top of floors; on each side of the centre line where an intercostal or centre through plate keel is adopted, and at the lower turn of bilge in vessels with a full or flat bottom, for not less than half the vessel's length, to admit of a free water course.



All intercostal or wash plates also to have suitable limber holes, to admit of a free water course to the pumps. Limber holes must be cut clean and free from jagged parts.

In addition to the above limber holes, small oval holes may be punched in the vertical flange of the frames to admit of more complete drainage of the bottom.

### ARTICLE 16.

#### BEAMS, WEB FRAMES, AND DEEP FRAMING.

##### BEAMS.

§ 1. — The scantlings of the beams are given in Tables N° 5.

Beams to consist of a bulb with double angle bars on the upper edge, or of a solid T bulb or channel bar, or to be of any other approved form.

When quarter stanchions are fitted and not required by rule, an approved reduction in the size of beams will be allowed.

It is recommended to fit only one angle bar to the beams at the ends of hatchways for the attachment of the deck; the sectional area of this angle bar to be double that of tabular beam angles.

Beams at ends of hatchways over six frame spaces in length and mast-beams at wedging deck in sailing vessels to be increased one inch in depth and  $1/16$ th in thickness and the knees increased in size accordingly. (See Art. 20.)

In three-deck sailing vessels (see Art. 10, § 2) upper deck beams must be of the same size as second deck beams; mast beams to be moreover increased as above indicated.

In vessels of the single deck type with deep framing or web frames as illustrated in Plates B<sub>1</sub> or C<sub>1</sub> the scantlings of beams shall be as required by Table N° 5°.

A reduction of  $1/8$ th in weight from the tabular requirements, will be allowed on the half beams fitted in way of the hatchways.

Deck and hold beams may be gradually reduced at each end, their size being taken according to their actual length, as per Tables N° 5, but the reduction shall not exceed  $1/8$ th of the weight required admids-hips.

The round of beam of upper decks (main deck in awning and shelter deck vessels) should be at least  $1/48$  the length of the beam.

##### BEAM KNEES.

§ 2. — All beams to have welded knee plates of a length not less than two and a-half times the tabular depth of beam for attachment to frames; or, if preferred, plates riveted to the beams, of the same thickness and having the required length, may be adopted, in which case the beam itself must extend to the side plating and be riveted with the frames. The depth of the knee measured dia-



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### BEAMS AND WEB FRAMES.

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gonally across the throat to be not less than  $1\frac{3}{4}$  times the tabular depth of the beam.

When a tier of beams is suppressed, the knees of the deck beams immediately above are to be three times the tabular depth of beam.

In the case of vessels of the single deck type whose depth exceeds 22 feet the depth of the beam knees shall be  $3\frac{1}{2}$  times that of the beam and 4 times when the depth moulded exceeds 26 feet.

**In sailing vessels** when the length of the upperdeck beams exceeds 36 feet, the knee plates on each tier of beams shall be in length at least three times the depth of beam. (For the riveting of knee plates, see Art. 27, § 2.)

The rivet holes for the attachment of beams to frames must be drilled in the frame when the beam is in place, with the exception of two, one at each end, which may be punched.

§ 3. — All laid decks, as well as full poops, bridge-houses, forecastles and raised decks, to have beams on every alternate frame, and half beams in way of all hatchways and other openings in the deck.

When a steel or iron deck is fitted, and not covered with wood, beams must be, as a rule, fitted on every frame (exceptional cases to be submitted for approval). The scantlings of these beams are to be as given in Table N° 5. In such cases an approved longitudinal

web formed of plate bulb or double angle bar, having a sectional area at least equal to that of the tabular beam, must be carried along the lines of pillars, for their attachment. Bulb beams of tabular dimensions will be required at the end of hatchways.

§ 4. — The arrangement of beams is to be regulated by the moulded depth measured **to the upper deck at midlength**, except in awning deck vessels in which the depth is to be measured to the second deck. (For raised decks, see Art. 10, § 4.)

At the fore and after ends of the vessel, the requirements for stringers, beams, pillars &c. shall be considered with reference to the actual depth of the hold.

**In vessels fitted with a double bottom** the moulded depth in way thereof, for the requirements of Plates A, B and C, may be reduced by an amount equal to the difference between the tabular depth of floors and that of double bottom, but this reduction may not exceed 12 ins.

§ 5. — The number of tiers of deck beams (two frame spaces apart) and of strong hold beams (ten frame spaces apart) shall be as follows and as shown on the accompanying Plate A.

Depth as per preceding paragraph.

Under 15 feet.	1 tier beams.
15 ft. and under 22 ft.	{ 1 tier beams. 1 tier strong hold beams.

22 ft. and under 24 ft.	2 tiers beams.
24 » » » 31 »	{ 2 tiers beams. 1 tier strong hold beams.
31 » » » 35 »	3 tiers beams.
35 » » » 39 »	{ 3 tiers beams. 1 tier strong hold beams.
39 feet and above. . .	{ 4 tiers beams and special consideration.

*N. B.* — If a deck is to be introduced at the level of the strong hold beam it must be laid on beams of tabular upper deck scantlings spaced not more than two frame spaces apart (see also § 3).

§ 6. — **SAILING VESSELS.** — In sailing vessels up to 19 feet moulded depth to the second deck, the third tier of beams may be dispensed with, provided a stringer plate be introduced, fitted as per Art. 18, § 5. If preferred, two side stringers, formed of a bulb plate riveted between two angle bars, or of a plate between two bulb angles of an equivalent sectional area, may be substituted for such a stringer plate. In the former case, the angle bars to have the size of the keelson angles, to extend the full length of the vessel and to be connected at both ends by gusset plates. The plate or bulb plate to have the thickness required for second deck beams. For three-fourths of the vessel's length the plate or bulb plate must be connected to the side plating by angle bars of

the same size as reverse frame angles; beyond that length it may be reduced in width and the connection with side plating dispensed with.

Vessels which claim the benefit of either of these arrangements shall in no case be entitled to the reductions granted by Art. 10, § 2 to three-decked vessels.

§ 7. — Strong hold beams to consist of a bulb with two angle bars on the top edge, covered with a plate of the same thickness as the bulb, as specified in Tables No 5.

These beams are to be fitted to every tenth frame, and connected to the stringer plates by horizontal gusset plates of the same thickness as the stringer plate. The gussets are to be two frame spaces in length and one in breadth.

§ 8. — The height of tween decks for which the requirements of Plates A., B. and C. have been framed is seven feet six inches.

The Administration may require additional strengthening below the lowest tier of beams, beyond what is shown on Plates A., B. and C. when the height of tween decks is less than 7 ft. 6 ins.

When the moulded height between the beams exceeds eight feet, compensation will be required in the 'tween decks.

§ 9. — As many through beams as can be fitted are to be introduced in way of the engine and boiler spaces,

## ARTICLE 16

### WEB FRAMES.

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in addition to web frames specified in § 18. The scantlings of same to be as per Table N° 5<sup>4</sup>.

§ 10. — Panting beams with suitable stringer plates and horizontal gusset plate are to be fitted in the forward end of sailing vessels and paddle steamers, and in both forward and after ends of screw steamers. These plates are to be riveted to the shell by means of angle bars. The panting stringers should not be more than 4 ft. 6 ins apart. Panting arrangements, which should extend well abaft the collision bulkhead, are to be submitted for approval.

In steamers of full form, or whose speed exceeds 12 knots, the panting arrangements are to be carried abapt the collision bulkhead as far as the fore hatch. If preferred, web frames may be substituted for the strong hold beams.

§ 11. — Beams of the scantlings required by Tables N° 5 for beams on every frame to be fitted on every frame under windlasses and winches.

§ 12. — If the number of beams cut for hatchways, including machinery and all other openings, exceed 40 % of the total number of beams required by rule, compensation is to be provided by increasing the scantlings of the remaining beams.

### WEB FRAMES IN LIEU OF LOWER DECK OR HOLD BEAMS.

§ 13. — Hold beams, and in some cases lower deck beams, may be replaced by web frames having double angles of reverse bar scantlings rivetted to their inner edge.

The arrangement, spacing and width of web frames is shown on Plates B. Their thickness is to be the same as that of the tabular frame angles.

The web frames shall extend from the deck above the tier of beams dispensed with to the floors, and shall only terminate where the depth of the latter is at least equal to the width of the web. They must be at least double riveted thereto, and connected at their head with the deck beams by large bracket knees having at least three times the depth of the beams. Whenever the deck is not steel or iron plated, the beams to which the head of web frames is attached to be of the dimensions required for strong hold beams. If web frames cannot be fitted to correspond with the beams, vertical brackets must be fitted above and below the deck stringer for its connection to the web frames.

§ 14. — The number and arrangement of side stringers in conjunction with web frames is shown on Plates B. They are to be of the same breadth and thickness as the web frames and to have double angle

bars of tabular frame size riveted to their inner edge (or equivalent) all as shown on Plates B.

When the ordinary frames are deeper than required by Tables N° 2 the thickness of the side stringers must be increased to compensate for their area being reduced in way of frames.

In this method of construction the side stringers may be intercostal between the web frames, or the web frames intercostal between the stringers. In either case the stringers and web frames, at their intersection, must be strongly connected together by double angle lugs of reverse frame size, and by face or diamond plates in a thoroughly efficient manner to the satisfaction of the Surveyor.

The side stringers shall be connected to the shell between the frames by a single angle bar of the size required for the lower deck stringer angles and a single longitudinal bar of the same size is to be fitted to connect the stringer to the reverse frames and lugs.

A sketch of web frame, stringer and connections (with riveting) should be submitted for the approval of the Administration.

#### WEB FRAMES IN SAILING VESSELS

§ 15.— In sailing vessels of or over 23 ft. in depth to upperdeck, two web frames shall be fitted on either sides in way of each mast, extending to the deck stringer con-

nected to the sheerstrake to which the chainplates of lower rigging are riveted. Instead of these web frames a bulkhead may be fitted at about the middle of the vessels length, or the scantlings of frames in way of each mast may be increased or any other equivalent compensation may be submitted for the approval of the Administration.

#### DEEP FRAMING IN LIEU OF LOWER DECK OR HOLD BEAMS.

§ 16. — Web frames in lieu of hold beams may be dispensed with if the transverse flanges of the frame and reverse frame be increased so that the depth of the framing shall be as specified in Plates C. The deep framing is to extend at least to the deck above the tier of beams suppressed.

The width of the fore and aft flange of the angle bars composing the frame must be in accordance with what is given in Table N° 2 for frames, and thickness about 10 % more than required by that Table. The overlap of the frame and reverse bar must be  $4\frac{1}{2}$  times the diameter of the connecting rivets.

In lieu of separate frame and reverse frame, single bars of channel or zed section may be used, having the same depth, width of flanges and thickness as required for the compound arrangement.

The above refers to deep framing with frame and reverse frame, or single bars of channel or zed section.



## ARTICLES 16 AND 17

### FRAME STRENGTHENING. — KEELSONS.

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When bulb angle bars are used for deep framing their depth shall be 15 % to 20 % greater than given by Plates C, and thickness 15 % to 20 % more than specified by Table N° 2 for ordinary frames. The width of the shell flange to be the same as for ordinary frames.

§ 17. — The number and arrangement of the side stringers in conjunction with deep framing to be as shown on Plates C. In general, these stringers are to be formed of intercostal plates having, in all cases, a thickness equal to that of frames and connected to the reverse frames by double angles of tabular frame scantlings; or a single bar may be fitted having a sectional area equal to that of the double frame angles and having a flange broad enough to take two rivets through the reverse frames. Where by Plates C, three or four angle bars are required on the side stringers, their scantlings shall be as per Tables N° 2 for frame angles and the width of stringer plate increased sufficiently to take the two broad flanges of these bars.

In all cases the shell intercostal bar is to be of the size given in Table N° 6 for lower deck stringer bars.

Any form of side stringer of equivalent strength may however be used with the sanction of the Administration.

### FRAME STRENGTHENING IN ENGINE AND BOILER SPACE.

§ 18. — In all steamers of or over 15 ft. in depth web frames shall be fitted in the engine and boiler

room and cross bunkers within the range of same. They shall be spaced two frame spaces closer than what is specified in Plates B for web frames in lieu of strong hold beams, and shall extend at least to the height of the deck which forms the crown of the compartment in which they are fitted. Where they are discontinuous at deck stringer plates their strength is to be carefully maintained by bracket or diamond plates and double angle connections.

The scantlings of these web frames and arrangement of side stringers are to be in accordance with what is specified in the preceding paragraph.

In lieu of web frames in machinery spaces when deep framing is employed, the framing shall be 1/2 ins. deeper and 2/32nds thicker than the ordinary requirements of § 16 of this article.

As many strong beams as practicable to be introduced at each deck. The scantlings of same to be as per Table N° 5<sup>1</sup>.

## ARTICLE 17.

### KEELSONS AND HOLD STRINGERS.

§ 1. — Middle line keelsons may be of either of the following types : centre plate keel (see Art. 11, § 3) ; continuous vertical plate in connection with a flat plate keel (Art. 11, § 4) ; girder above floors (centre plate with angle bars along its upper and lower edges) ; intercostal



plates, fitted between and projecting above the floors, with angle bars running fore and aft on each side. They may be of any other approved form.

§ 2. — All middle line keelsons, unless fitted intercostally, to be carried continuously through the bulkheads (except where impracticable and in the case of peak bulkheads) as far forward and aft as practicable, and to be well secured to the double reverse angles and floors.

A gradual reduction of one-third in weight will be allowed at the extreme ends, beyond the stepping of the fore and mizen masts. The maximum size however to be retained over two-thirds of the vessel's length amidships.

CENTRE PLATE KEEL AND CONTINUOUS CENTRE PLATE KEELSON IN CONNECTION WITH A FLAT PLATE KEEL.

§ 3. — For scantlings and requirements for centre plate keels see Article 11, § 3 and Tables N° 3.

When a continuous centre plate keelson is used with a flat plate keel, it must have the same thickness as a centre plate keel, and be connected to the flat plate keel by two keelson angle bars.

The following requirements apply to both the centre plate keel and keelson.

**When the centre plate projects above the floors,** the reverse frames, which are cut along the centre plate, must be scarphed by an angle lug of the same size, rove through

the centre plate; the length of this lug at each side from centre line to be not less than the breadth of the horizontal plates hereafter described. Horizontal plates must be fitted on the floors, one on each side of the centre plate; their thickness must be equal to that of the floor plate, and the breadth of each not less than  $\frac{3}{4}$ ths the depth of the floors. They must be connected to the centre plate by two fore and aft keelson angle bars, and riveted to the reverse frames for the whole length of the centre plate.

**When the centre plate does not project above the floors,** a horizontal plate must be fitted on the floors as far forward and aft as practicable, of the same thickness as the centre plate and having a breadth equal at least to  $1\frac{1}{2}$  times the depth of the floors. The scarphing piece of the reverse frames, as required in the preceeding case, to be replaced by two angle lugs whose length shall not be less than half the breadth of the horizontal plate, to connect efficiently the said plate to the floors. The horizontal plate must be connected to the centre plate by two fore and aft keelson angle bars.

As many rivets as practicable to be used in attaching the keelson to the floors. — For riveting, see Art. 27.

GIRDER KEELSON ON TOP OF FLOORS.

§ 4. — The vertical plate of girder keelsons must be fitted with four longitudinal keelson angle bars.

A rider plate must be fitted on the top angle bars and riveted thereto for  $\frac{3}{4}$ ths of the length amidships. The dimensions of this plate and the size of the angle bars are given in Tables N° 3.

A foundation plate of the dimensions given in Tables N° 3, to be fitted over the greatest possible length whenever this keelson is above 18 inches in height. Should a foundation plate be fitted when the keelson is less than 18 inches, a proportionate reduction will be allowed on the other parts of the keelson.

A doubling reverse angle lug must be fitted to the top of floors, and the longitudinal keelson angles riveted to it. (See § 15 hereafter.)

Where masts are stepped on girder keelsons, the keelson must be carefully strengthened to the satisfaction of the Surveyor.

#### INTERCOSTAL CENTRE KEELSON.

§ 5. — The thickness of intercostal centre keelsons is given in Tables N° 3.

The intercostal plates to be connected to the flat plate keel by two keelson angle bars, and at each end to the floors by two vertical angle bars of the size specified for reverse frames.

When intercostal centre keelsons extend from the keel to above the floors, they are to be fitted between two ho-

izontal plates to which they must be connected by double longitudinal keelson angle bars of the dimensions given in Tables N° 3. Each of the horizontal plates to be of the same thickness as the intercostals and in width to be equal to  $\frac{3}{4}$ ths the depth of floors.

If the intercostal plates do not extend above the floors, a plate of the same thickness as floors and in breadth equal to one and a-half times the depth of floors, must be fitted horizontally over the intercostal plates to which it must be secured by two longitudinal angle bars same size as keelson angle bars.

When this keelson is adopted in vessels over  $11\frac{1}{2}$  depths in length to the upper deck in single deck vessels, and to the second deck in all others, additional strength will be required in the form of a vertical plate with two keelson angles at the top, riveted between the two longitudinal angle bars. If the vessel is less than 15 depths in length to the second deck the thickness of this vertical plate to be the same as that of the intercostal centre keelson plate and its depth to be half that required by the Rules for the centre plate of girder keelsons, but in no case to be less than twice the width of the wider flange of keelson angles. If the vessel is 15 and not over 16 depths in length to the second deck, the depth of this vertical plate must be  $\frac{2}{3}$ ds of that required by the Rules for the centre plate of girder keelsons. If

the vessel is over 16 depths in length to the second deck, the depth of this vertical plate must be  $\frac{3}{4}$ ths of that required by the Rules for the centre plate of girder keelsons, but in no case to be less than twice the width of the wider flange of keelson angles.

#### INTERCOSTAL SISTER OR SIDE KEELSONS.

6. — Intercostal keelsons to be fitted midway between middle line and lower bilge keelson (see § 7) **in vessels exceeding 32 feet in breadth or 275 feet in length; in all three-deck and spardeck vessels** and in some vessels of extreme proportions (Art. 32). — The intercostal plates to run over  $\frac{2}{3}$ rds the vessel's length amidships and to project above the floors between double keelson angle bars, extending as far forward and aft as practicable. The thickness of the intercostal plates is given in Tables N° 3; the intercostal plates to be in all cases riveted to the skin, and whenever the tabular depth of floors is 22 inches at the centre line, also to the floors at each end as far fore and aft as practicable, by a single angle bar of the size required for reverse frames.

For vessels in which the above requirements are not to be applied, see Art. 15, § 6.

#### BILGE KEELSONS AND BILGE STRINGERS.

§ 7. — **All vessels** — except in way of continuous or

partial double bottoms, if any (see Art. 25) — to have a keelson formed of double angle bars fitted back to back at the lower turn of the bilges, extending from stem to stern, well secured to reverse frames and lugs; and to be united at the ends by gusset plates or breasthooks connected to the shell plating, to the satisfaction of the Surveyor. These angle bars to be in accordance with Tables N° 3.

§ 8. — **Vessels of 14 feet depth and upwards**, measured according to Art. 16, § 4, to have double angle bars fitted back to back at the lower, and also at the upper turn of the bilge, extending as far forward and aft as practicable, well secured to reverse frames and lugs, and to be united at the ends by gusset plates or breasthooks, to the satisfaction of the Surveyor.

These angle bars to be as specified in Tables N° 3.

§ 9. — In all vessels of 25 ft. in depth and above a bulb plate of the size required for second deck beams must be fitted between the lower bilge keelson angles for two-thirds the vessel's length amidships.

The requirements for the bilge stringer are indicated in Plate A.

In all vessels of 14 ft. 6 in. depth and above a bulb plate of the size required for second deck beams must be fitted to the bilge stringer extending aft from the stem for one eighth of the vessel's length.

It is however to be extended aft so as to scarph with the bulb fitted amidships if such be required.

#### HOLD STRINGERS.

§ 10. — A hold stringer is to be fitted between the bilge stringer and the lowest tier of beams, in those cases indicated by Plate A, which also shows what is required for same. The angle bars are to be of keelson angle scantlings as per Table N° 3; bulbs to be of the size required for second deck beams; and stringer plates of the scantlings given in Table N° 6 for hold beam stringers.

#### KEELSON ANGLE BARS.

§ 11. — All keelson and stringer angle bars to retain the dimensions specified in the Tables, for 2/3rds of the vessel's length amidships; a reduction of 1/16th in thickness will be allowed beyond this length in angles of and over 12/32 for steel (7/16 iron).

#### GENERAL ARRANGEMENTS.

§ 12. — All keelson and hold stringer plates, angle bars or bulbs, where interrupted in their continuity by bulkheads, to be fitted with gusset plates of the same thickness as keelson angles, and riveted together through the bulkheads, to the satisfaction of the Surveyor; or they may be carried continuously through the bulkheads,

provided watertight collars be fitted at the bulkheads in way of them to the satisfaction of the Surveyor.

The distance between the bilge keelsons and the hold stringers, and from hold stringer to hold stringer, is nowhere to exceed 6 feet, measured on the girth of frame.

§ 13. — All butts of keelson, bilge and hold stringer angle bars or bulbs to be connected with scarphing pieces to the Surveyor's satisfaction, of not less than two feet in length, and to have in each flange at least three rivets on each side of the butt. Bulbs used in keelsons may be lapped, the length of the overlap being at least equal to 2 1/2 times the depth of the bulb.

§ 14. — Double reverse angle lugs to be fitted on each frame or floor all fore and aft in way of all keelsons, hold, side and intermediate deck stringers, to which the keelsons and stringer angles are to be riveted as well as to the reverse frames. The length of these lugs to be sufficient to receive at least three rivets in the frames or floors. The lugs may be dispensed with where intercostal keelsons are fitted and connected with the shell plating and floor plates.

§ 15. — The longitudinal angle bars to be secured to the frames by the smaller flange except in middle line keelsons where the larger flange should be riveted to the reverse frames and lugs and to the horizontal plates of keelsons.



## ARTICLE 18.

## STRINGER PLATES.

§ 1. — Stringer plates to be fitted and riveted on each tier of beams and on hold beams **in all vessels**. When web frames are fitted instead of beams, and the tabular width of stringers is objected to, compensation will be required. (See Art. 16, § 13.)

The scantlings of stringer plates and angle bars are given in Tables N° 6. **The tabular width of the stringer plates to be measured from the inner edge of the framing, except where the plates are not cut by the frames.** The width and thickness are to be retained over half the vessel's length amidships and may thence be gradually reduced towards the ends as indicated in the Tables.

**When steel or iron decks of tabular thickness are fitted** whether required by the Rules or not, the width of the stringer plates may be one-third less than that prescribed for stringer plates with wood decks. This reduction may extend over half the vessel's length amidships, the plates being gradually tapered to the tabular width at the ends. When the plating extends over only a part of the deck, the above reduction will not be allowed beyond this part. (See Art. 22, § 1.)

If it is desired to plate the second deck instead of the upper deck in two or three decked vessels not belonging

to the awningdeck type, the depth for determining the breadth of the stringer plates must be taken to the 2nd instead of the upper deck.

§ 2. — Upper deck stringer plates to be connected to the side plating by longitudinal angle bars of the size required for stringer angles, extending all fore and aft. Compensation will be required where the angle bar is interrupted by scuppers.

Where the upper deck stringer angle is  $4 \times 4$  and above, both flanges to be double zigzag riveted, and in vessels 400 feet long and above, another angle of same dimensions to be fitted intercostally under the stringer plate, riveted to it and to the outside plating.

§ 3. — The stringer plates on all lower decks and hold beams and also hold stringer plates (§ 5 hereafter), to be connected to the outside plating by angle bars, as well as to the reverse frames and lugs by a continuous angle bar fitted all fore and aft on inner edge of frames; all these angle bars to be according to Tables N° 6.

§ 4. — In all cases where the distance between the beams exceeds two spaces of frames, a bracket knee plate of the same thickness as the beam knees to be fitted and riveted to alternate frames and to the stringer plate.

§ 5. — Hold stringer plates supported by brackets as described in the preceding paragraph will be required as indicated by Plate A. Their width and thickness are



## ARTICLE 19

### LONGITUDINAL TIE PLATES.

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to be in accordance with Table N° 6 and they are to be strengthened on their inner edge by single or double angle bars of keelson size arranged as in Plates B, in some cases with additional face plate one half inch thick.

#### GENERAL ARRANGEMENTS

§ 6. — Stringer plates to be carried through watertight bulkheads without interruption, and to be connected at the forward and after ends by gussets of the same thickness as the plates connected.

All stringer angle bars to retain their midship thickness for  $\frac{2}{3}$  the length amidships; a reduction of  $\frac{1}{16}$ th in thickness will be allowed beyond that length in angles of and over  $\frac{12}{32}$  for steel ( $\frac{7}{16}$  for iron).

Buttstraps are to be fitted at the butts of all continuous stringer bars.

When holes are cut in stringer plates, as for instance for discharge pipes of pumps, coal shoots, etc., compensation is to be given.

For stringers, angles and ties of full poops, bridgehouses, forecastles, awning and spardecks, see Art. 10, §§ 5, 6 and 8, and also Tables N° 6.

## ARTICLE 19

### LONGITUDINAL TIE PLATES.

§ 1. — All vessels to have longitudinal tie plates from forward to aft on each side of the hatchways on each tier

of beams—strong hold beams excepted—where no plated deck is fitted, riveted to all beams, and at the ends to the stringers. The same applies to poops, forecastles and bridgehouses. The dimensions of the tie plates are given in Tables N° 6. These dimensions to be retained over half the vessel's length amidships, after which the thickness may be gradually reduced at the extreme ends as indicated in the Tables.

In lieu of tie plates on beams where no deck is laid, angle bars having an equal section, or other approved compensation may be substituted.

When the deck openings are over 6 and under 9 frame spaces in length, the tie plates must be proportionally increased in width up to twice the tabular width, for the full length of the hatchway (see also Art. 20, § 4), and then gradually reduced to the tabular size beyond the ends of the opening.

For openings whose length exceeds 9 frame spaces, see Art. 20, § 4.

### DIAGONAL TIE PLATES.

§ 2. — Where there is no plated deck, diagonal ties must be fitted on all upper and second decks, of the same size as the longitudinal tie plates, and riveted to the latter, to the mast partner plates and to the side stringers, also on poops, forecastles and bridgehouses exceeding  $\frac{1}{4}$  of the vessel's

length. At the mizen mast on the upper deck of steamers, when no poop is fitted, diagonals are not required.

#### MAST PARTNERS, PLATES UNDER WINDLASSES AND WINCHES.

§ 3. — Mast partners plating on non-plated decks to be in length equal to four frame spaces, in breadth at least twice the diameter of the hole cut for the mast (three times at wedging decks of sailing vessels), and in thickness same as deck ties. They are to be well riveted to the beams and efficiently connected and riveted to the deck ties.

Mast holes at wedging decks, if said decks are plated, to be strengthened by doubling plates of the same thickness as the deck plating, and of suitable dimensions.

Coamings formed of an angle bar of the same size as for keelsons, to be fitted round the masts for wedging.

Plates of a suitable size to be fitted under the windlass, cranes and winches and to be not less in thickness than the mast partner plates. (See also Art. 16, § 11 & Art. 29.)

### ARTICLE 20.

#### DECK OPENINGS AND HATCHWAY COAMINGS.

§ 1. — Hatchway coamings of exposed decks to be of steel or iron, of at least the thickness given in Table N° 8. Their height above deck planking shall be in no case less than 24 inches (18 inches in vessels under 100 tons gross). Hatch coamings of or over 24 inches in height

above the deck, or above 16 ft. in length are to be stiffened or increased in thickness to the Surveyor's satisfaction.

The height of hatch coamings on decks below the weather deck need not exceed 12 ins. Their thickness to be as specified in Table N° 8.

In vessels with a comparatively low freeboard, it is recommended to make the upper deck hatchway coamings at least 30 inches deep. In vessels of the « welldeck » type they should be carried up higher to the Surveyor's satisfaction.

All hatch coamings must extend to the bottom of the beams, and be connected thereto by double lugs (rivets not to exceed 4 diars. apart) when beams are fitted on alternate frames. The scantlings of the angle bar connecting to the deck shall be as given in Table N° 8.

§ 2. — Forward companions of steamers when not protected by the forecastle, also those of the engine and boiler rooms, to be of steel or iron.

§ 3. — Hatchways and deck openings on upper and other decks **when exceeding 12 feet in length**, to be provided with strong iron or steel shifting beams of suitable size, spaced not to exceed eight feet, and to be secured to the satisfaction of the Surveyor.

Cargo hatchways to have one fore and after, and when exceeding 10 feet in width, to be fitted with two fore and

afters for the support of the hatches, to the satisfaction of the Surveyor.

Fore and afters will not be required when shifting beams are spaced so as not to exceed two frame spaces apart.

§ 4. — **When the length of hatchways is over 6 frame spaces**, in addition to the foregoing, the beams at ends of same to be increased one inch in depth and 1/16th in thickness.

The tie plates to have twice the tabular width for the full length of the hatchway, and thence to be gradually reduced to the tabular size beyond the ends of the opening.

**When the length of hatchways is over 6 and under 9 frame spaces**, in addition to the foregoing requirements one pillar at least to be fitted on each side under the fore and aft coamings, continued from upper deck to floors and a web frame is recommended in hold in way thereof. For the construction of web frames, see Art. 16, § 13.

§ 5. — **When the length of hatchways is over 9 frame spaces**, in addition to the requirements as per §§ 3 and 4, in all cases where a plated deck is required by Rules the strake next to the hatchway on each side to be increased 1/16th of an inch for the full length of the opening; otherwise, the tie plates to be increased as above and the space between the tie and stringer plates to be

plated. The full width of this plating to be continued for the whole length of the opening and carefully tapered into the stringer plates, for at least six frame spaces beyond each end of the hatchway. The plating to be of the thickness required for plated decks as per Tables N° 6.

**If the hatchway is over one-third of the beam in width** an additional increase in thickness shall be required.

In such cases, in addition to the requirements as per §§ 3, 4 and 5, at least two pillars shall be fitted under the fore and aft coamings on each side, continued from upper deck to floors, and two web frames are recommended in hold in way thereof. For the construction of web frames, see Art. 16, § 13.

If the total length of all the hatchway openings, including machinery and all other openings, exceed 40 % of the vessel's length, the deck beams and plating between the hatches must be increased beyond tabular requirements to the satisfaction of the Administration.

§ 6. — The deck plating in way of the corners of all deck openings **exceeding 6 frame spaces in length** to be strengthened with doubling plates of a suitable thickness or otherwise, as may be approved, and corner pillars to be fitted if required by the Surveyors.

§ 7. — **ENGINE AND BOILER ROOM HATCHWAYS.** — The coamings of the engine room skylight and of boiler casings to be not less than 30 inches in height above deck; however,

on upper decks of awningdeck vessels, also on poops and bridgehouses, this height may be reduced to 18 inches.

Engine and boiler hatchways must be enclosed from the second to upper deck by steel or iron casings. When a doorway is cut in these casings, the bottom of the doorway should be not less than 18 inches above the deck.

From the crown of the machinery space upwards, the coamings and side plating of engine and boiler casings are to be of the thickness given in Table N° 8 for deckhouse coamings and sideplating.

These casings shall be stiffened by angle bars as given in that Table or in an equivalent manner to the satisfaction of the surveyor.

Plate covers must be provided for closing all openings or gratings in heavy weather.

In way of the engine and boiler room hatchways in all vessels, the upper and second decks must be strengthened according to the Rules of the preceeding paragraph for hatchways over 9 frame spaces in length.

## ARTICLE 21

### PILLARS.

§ 1. — **Each tier of beams** where practicable to be supported by iron pillars from the keelson upwards, placed not more than two frame spaces apart, except for one-eighth the vessel's length forward in screw steamers,

and at each end in sailing vessels, where they may be fitted at double that distance. But in steamers whose number exceeds 360,000, pillars are to be fitted at the midship distance all fore and aft, also in sailing vessels whose number exceeds 180,000.

In large vessels of the single deck type illustrated in Plates B<sub>1</sub> & C<sub>1</sub>, it is recommended to adopt two rows of pillars of double channel, or other suitable section, fitted in way of each strong beam, and at the head of same to fit a strong fore and aft girder, either above or below the deck, or if necessary both above and below the deck, in order to give adequate support to the intermediate beams. The scantlings of such an arrangement to be specially considered.

Quarter stanchions not more than two frame spaces apart must be fitted in vessels of 44 feet to 56 feet in breadth. — But when in such vessels centre pillars are introduced, these must be fitted not more than two frame spaces apart and the quarter pillars not more than four frame spaces apart.

In all vessels of or over 56 feet in breadth, centre line pillars and quarter pillars not more than two frame spaces apart, shall be fitted to each tier of beams wherever the length of beam exceeds 44ft.

But the pillaring of passenger vessels and vessels with extensive deck erections shall be specially considered.



## ARTICLE 21

### WIDE SPACED PILLARS.

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Pillars to be fitted at every alternate frame in poops, bridges and forecastles; in steamers whose number exceeds 350,000, it is recommended to fit two pillars at every alternate frame in forecastle.

Additional pillars to be fitted under winches, cranes, windlasses and steering gear, to the satisfaction of the Surveyor.

Pillars to be fitted at corners of hatchways, according to the width of openings and also at corners of large deck-houses as may be required by the Surveyor.

Fore and aft coamings of hatchways whose length exceeds six frame spaces to be supported by at least one pillar, and when the length exceeds nine frame spaces, by at least two pillars on each side.

The diameter of solid round iron pillars for upper deck and lower hold beams, is given Table N° 9.

In vessels having three tiers of beams an intermediate size may be adopted for the support of the middle deck beams.

Hollow pillars, double pillars for shifting boards or pillars of any other form may be fitted, when desired, provided they be of equivalent strength.

Hollow pillars shall have an external diameter of 1.4 times and internal diameter 1.15 times that of the corresponding solid pillars given in Table N° 9.

For diameters exceeding 5 1/2 ins. it is recommen-

ded to adopt pillars made with channel bars or bulb angles riveted together and having strength at least equal to the tabular round section. They are to be well bracketed at head and heel. Details of the arrangements must be submitted for the approval of the Administration.

All round pillars to have solid forged heads and heels and to be efficiently secured at both ends.

Where the pillars are not connected to the main or side keelsons or waterballast bearers, their heels must be secured to the satisfaction of the Surveyor.

When the pillars rest on the tunnel, the latter must be strengthened to the satisfaction of the Surveyor.

For the arrangement of longitudinal girders under beams in way of pillars, see Art. 16, § 3.

In all cases the arrangement and scantlings of the pillars are to be submitted for the approval of the Administration.

### WIDE SPACED PILLARS.

§ 2. — Instead of the requirements above described for solid pillars as per Table N° 9 pillars of larger dimensions spaced at intervals not exceeding 12 frame spaces may be employed in association with strong fore and aft girders at the head of same.

If wide spaced pillars of tubular section be adopted





TABLE D<sup>1</sup>

ARTICLE 21

WIDE SPACED PILLARS ATTACHEMENT AT HEADS AND HEELS

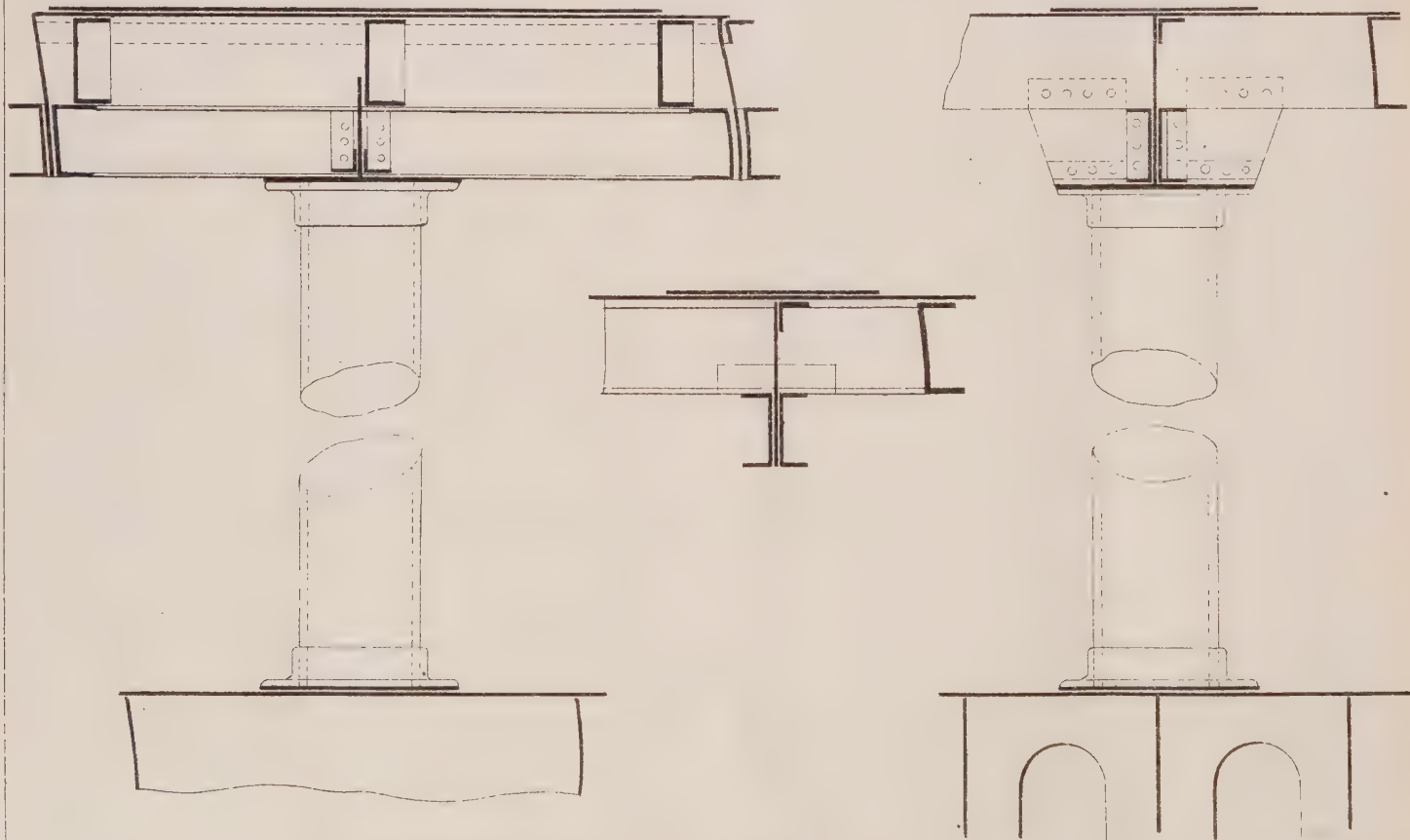
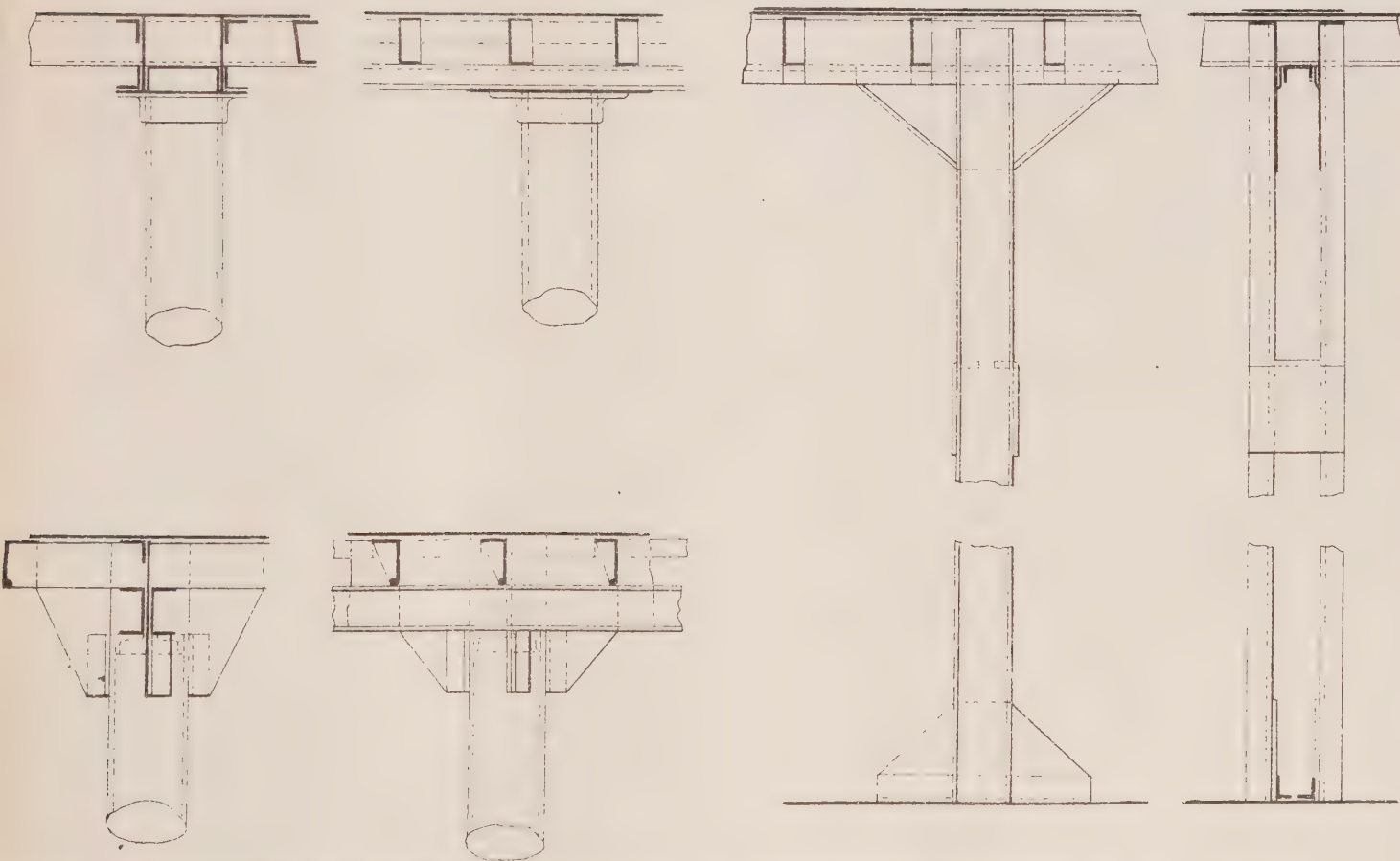


TABLE D<sup>2</sup>

ARTICLE 21

WIDE SPACED PILLARS ATTACHEMENT AT HEADS AND HEELS





their external diameter (D) and thickness (T) in inches shall be as given by

$$D = (.17 \ n + 1.06) \ d$$

$$T = .03 \ D + .15$$

$d$  being the diameter of the solid pillar which would be required by Table N° 9 and  $n$  the number of frame spaces in the span.

The thickness T shall be not less than  $11/32$  in.

The diameter and thickness of tween deck pillars will be obtained from Table N° 9 by means of the same formulæ.

The scantlings of both hold and tween deck pillars are to be increased if the height of tween decks exceed 8 feet.

The span will be reckoned at half the distance from the bulkhead or pillar immediately before, to the bulkhead or pillar immediately abaft, the pillar under consideration.

The head and heel of such pillars shall be fitted, as may be required, with transverse and fore and aft bracket plates well riveted to the beam girders, decks, or double bottom.

Floor plates, whether in double bottom or not, shall be carefully stiffened in way of wide spaced pillars, as may be required by the Administration.

At each line of pillars, and at the head of same, a

strong continuous girder shall be fitted underneath the deck beams. Where cut at bulkheads the girders must be well connected thereto by large bracket plates.

The standard construction of the fore and aft girders will be as follows, and as indicated on Plate D, which shows also methods of connection at head and heel.

The fore and aft girders shall consist of double channels of the scantlings given in Tables N°s 5<sup>1</sup> and 5<sup>2</sup> for the second deck beams (3rd. column, beams on alternate frames) having a length equal to the breadth of the deck at the middle of the span between consecutive pillars, or equal to twice the span, whichever is greater. If the span however be less than 10 frame spaces the depth of channels may be less than given by the above rule, to the extent of  $1/2$  for each frame space less than 10.

The channels shall be fitted back to back, and shall have between them, and riveted to them, an intercostal plate  $2/32$  in. thicker than the deck plating to which it shall be connected by an angle bar of approved scantlings. The butts of the channels shall be carefully shifted and efficiently strapped.

Vertical web plates are to be fitted to the transverse bulkheads in line with each of the fore and aft girders, to which they shall be attached by means of the bracket plates above mentioned.



## DECKS.

In vessels having a double bottom a side intercostal should be arranged, so as to be in line with each row of pillars; and in vessels without a double bottom a keelson should be similarly arranged and strengthened beyond rule requirements to the satisfaction of the Administration.

In any case the thrust of the pillar must be communicated to at least three floors by the introduction of intercostals between the floors, or equivalent.

Any other system for the construction of pillars and fore and aft girders will be accepted provided it is at least equal in strength and efficiency to that above described for tubular pillars and double channel girders.

Plate D<sup>1</sup> shows various arrangements which may be adopted.

In any case complete details of an arrangement of wide spaced pillars must be submitted to the Administration for their approval.

## ARTICLE 22.

## DECKS.

## PLATED DECKS.

§ 1. — Plated decks must be fitted in accordance with Tables N° 6.

When a plated deck is substituted for a wood deck, the thickness of same is also to be found in these Tables.

If it is desired in two- or three-deck vessels (not being awningdeck vessels) to plate the second deck instead of upper deck, the depth for determining the breadth of the stringer plates must be taken to the second instead of the upper deck.

Where a plated deck required by rule is suppressed in vessels having deep frames or web frames in lieu of a tier of beams adequate compensation must be made for same.

Compensation will likewise be required when a deck is partially suppressed or cut into on account of large engine and boiler or other openings.

In vessels of the single deck type in which a second deck required by rule is dispensed with, the thickness of the upper deck plating between stringer plates and hatch coamings is to be increased by 50 % and between hatches by 25 %. (See Art. 10, § 3.)

For reduction on stringer plates of plated decks, see Art. 18, § 1 and Tables N° 6.

Whenever the deck plating is not covered with a wood deck, the spacing of the beams must not, as a rule, exceed that of the frames. Exceptional cases to be submitted for approval. (See Tables N° 5 and Art. 16, § 3.)

The tabular thickness of plated decks to be maintained for half the vessel's length amidships; it may be gradu-

ally reduced towards the ends, to not less than  $8/32$  steel ( $5/16$  iron), even if covered with a wood deck.

The deck plating between the hatchways may be reduced  $1/16$ th in thickness, but in no case to be less than  $8/32$  steel ( $5/16$  iron), even if covered with a wood deck.

For plating under winches, etc. (See Art. 19, § 3.)

All steel and iron decks, either partial or complete, must be caulked, except when covered with wood sheathing caulked watertight. Upper deck stringer plates, stringer and waterway angle bars, angles round coaming plates, etc., must be caulked whether or not covered with wood or cement. This requirement must also be carefully attended to in way of auxiliary machinery such as donkey boilers, etc.

The butts of deck plating to be carefully shifted.

For the riveting, see Art. 27.

The plating of decks must not be cut by the bulkheads.

Compensation will be required to the satisfaction of the Surveyor for openings made in the decks. (See art. 20, §§ 4, 5 & 6.)

Plating of partial steel or iron decks to be carefully broken and tapered at each end into the respective stringers and tie plates. The gradual reduction in width to extend over  $1/12$ th of the vessel's length at each end.

#### WOOD DECKS.

§ 2. — Decks to be of teak, or selected pine, fastened to the beams by galvanized screw bolts and nuts. The breadth of all second and exposed deck planking not to exceed 6 inches; the deck planks of orlop decks, when exceeding 7 inches, to be double fastened. The thickness of wood decks is given in Tables N° 6.

For reductions allowed in spar-and awningdeck vessels, see Art. 10, §§ 5 and 6.

Where a wood deck is fitted in conjunction with a steel or iron one, it may be reduced half an inch in thickness but **in no place** shall it be less than  $2\frac{1}{2}$  inches.

When a wood deck has been reduced as allowed by the above rule, it must be bolted to the plated deck between the beams.

Scantlings of teak decks may be reduced half an inch from the tabular thickness, but the thickness must be in no place less than 2 inches.

Teak or greenheart is to be used for margin planks in vessels building under special survey and to be classed in the First division.

The planks of wood decks are in all cases to be laid with a satisfactory shift of butts, not less than three planks being worked between butts in the same frame space.

## ARTICLE 22

### DECKS.

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The screw bolts for fastening wood decks to be carefully fitted and dowelled watertight, and such decks to be caulked to the satisfaction of the Surveyor with at least three threads of oakum.

At least 6 ins. of iron plating on each side of the break must be fitted to take the ends of deck planking which is cut at coamings or bulkheads.

Wood decks must be renewed when worn down to 75 % of their original thickness.

Decks over holds which are fitted with insulation for refrigerating purposes must be made thoroughly watertight.

### SCUPPERS AND FREEING PORTS.

§ 3. — Scuppers of sufficient size and number to be fitted to all decks; those of lower decks to have pipes leading to the bilges. These pipes to be protected by wood casings.

Holes are to be bored between frames in hold stringers and other longitudinal strengthenings when connected to the skin, to convey water or leakage from them to the bilges.

Freeing ports of any considerable size in passenger vessels must be fitted with gratings.

In vessels of the « welldeck » type, the freeing port

area in the well is to be in accordance with the following Table :

Length of bulwark in the well	Freeing port area on each side.
30 feet	9,5 square feet.
35 »	10 »
40 »	10,5 »
45 »	11 »
50 »	11,5 »
55 »	12 »
60 »	12,5 »
65 » and above.	one square foot to each 5 feet length of bulwarks.

### COAL BUNKER SCUTTLES.

§ 4. — The lids of coal bunker scuttles to be fitted watertight and properly secured.

### VENTILATORS.

§ 5. — All holds, tween decks, and coal bunkers, to have at least two ventilators — a downcast and an upcast — placed as near as possible to the ends of the compartments.

Ventilators to coal bunkers may be dispensed with if the hatches or coal shoots be fitted with gratings (as well as solid covers), unless the temperature of the bunker is likely to be affected by proximity to boilers, or other reason, in which case additional means of ventilation will be required.

A ventilator (mushroom, swan-neck, or other suitable

form) must be arranged and led into peaks and any place where gas is likely to accumulate.

All ventilators are to be led well above the weather deck, and extend to the crown of the compartment to be ventilated.

Instead of cowls on the upcast ventilators, one or more swan-necks, mushrooms, or similar arrangements, may be adopted, provided they are strongly fixed to the deck, and are at least 2 feet above the deck to the lowest part of the opening.

Downcast ventilators may be replaced by mechanical apparatus designed to supply fresh air to the compartments.

Tubes of hold ventilators passing through crew or passenger spaces must be gas-tight.

When holds or tween decks are used for the same species of cargo, ventilation of both holds and tween decks may be affected through the same cowl, the tween deck tubes being made smaller in diameter than the coaming to which the cowl is fitted. The ventilation of the tween decks is thus obtained through the annular space between the tube and the deck coaming.

All ventilators must be provided with efficient covers for use in bad weather.

Ventilator coamings are to be bolted or riveted to the deck, and made thoroughly watertight.

Their height above deck shall be from 2 feet to 3 feet, depending on their diameter, and their thickness not less than given in Table N° 9 for sides of deck-houses, with a minimum of 10/32 in.

For ventilators less than 16 ins. in diameter, the thickness of the cowl shall be about 4/32 in., and 6/32 in. for diameters greater than 16 ins.

The thickness of ventilating tubes in holds and tween decks to be the same as for the upper part of bulkheads, unless strongly cased in with wood.

#### GANGWAYS.

§ 6. — All gangways and ladders shall be not less than 19 ins. wide, and be fitted with at least one guard rail.

#### TOWING ARCS.

§ 7. — At the after end of tug-boats one or more towing arcs shall be fitted, portable or fixed.

### ARTICLE 23

#### WATERTIGHT BULKHEADS

§ 1. — Watertight bulkheads to be in thickness according to Table N° 2 and to be riveted between double frames. Single frames may be accepted for the attachment of



## WATERTIGHT BULKHEADS.

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bulkheads, provided the width of both flanges be sufficient for double riveting.

They must be stiffened vertically on one side, and horizontally on the other, with angle bars of the same size as frames; the vertical stiffeners to be fitted not exceeding 2 feet 6 inches apart and continuously for the whole depth of bulkheads, while the horizontal stiffeners are to be spaced not more than 4 feet apart from the floors to the upper deck on the collision bulkhead, and to the second deck in case of all others. Other modes of strengthening and supporting bulkheads may be accepted, provided they be equally efficient.



The vertical stiffeners must be connected to the tank top and deck plating by knee plates or otherwise.

The horizontal stiffeners of bulkheads 40 feet wide and above are to consist of bulb angles of the size required for deck beams of same length fitted to even frame. (Tables N° 5.)

When bulkheads are 36 feet or more in width, vertical web plates of sufficient size are to be fitted in addition to the foregoing and carried up to the lowest tier of beams, viz: one central web for bulkheads 36 to 45 feet wide; two webs for a width of 45 to 55 feet, and three webs for a width of 55 feet and above. These web plates are to be well connected at top and bottom by double angle bars.

Where a deck is suppressed, adequate compensation must be provided at the same level for the stiffening of the bulkheads. An efficient girder is also to be fitted at the level of strong hold beams.

In vessels with a double bottom, double frame angles should be fitted on the tank top to stiffen the foot of watertight bulkheads. A single equivalent angle bar may be used provided the flanges are broad enough to take double zigzag riveting.

In vessels with the marks  or  (Art. 1, § 8) the stiffeners must be strengthened by bulbs or web plates and strong brackets.

Bulkhead liners of outside strakes of plating to extend from the frame before to the frame abaft the bulkhead, or efficient diamond plates to be fitted to outside strakes, unless otherwise compensated for. The system of compensation to be submitted for the approval of the Administration through the Surveyor. Particular attention is drawn to this point in vessels with joggled shell plating in which case special means must be adopted for maintaining the strength of the shell plating at the bulkheads. The proposed compensation must be submitted for the approval of the Administration.

If an outside strake is butted in way of a bulkhead liner a butt strap must be fitted in addition to this liner, but it



may be reduced in thickness to  $\frac{2}{3}$  of that which other wise should have been required.

The bulkheads are to be caulked and made thoroughly watertight.

When a bulkhead is stepped at a deck, no opening shall be allowed to exist in the watertight flat between the two parts of it, and watertightness must be secured round the frames without any cement or wood. The proposed arrangements to be submitted to the Administration for approval.

If bulkheads be more numerous than required by rule and efficiently constructed, due consideration will be given for same as regards transverse strength.

§ 2. — **All vessels** to have a collision bulkhead extending from the bottom to the upper deck in all cases, placed at a distance from the stem about equal to  $\frac{1}{4}$  of the vessel's length plus seven feet, to the satisfaction of the Surveyor. — This bulkhead is recommended to be strengthened by bracket plates connected to the outside plating.

It is also recommended that a similar bulkhead be fitted a short distance abaft the collision bulkhead.

In **sailing vessels** of 250 feet or more length, it is recommended to fit at least one watertight bulkhead about amidships, and in sailing vessels of 300 feet or more, two bulkheads.

Sailing vessels fitted with watertight bulkheads so that

each of the masts may be in a separate compartment will be entered in the Register with the special mark  $\square$  (See Art. 1, § 8.)

§ 3. — **Steamers** to have watertight bulkheads fitted at ends of the engine and boiler space extending from the bottom to the upper deck in all vessels excepting awningdeck vessels, where they may stop at the 2nd deck.

These two bulkheads to be stiffened by heavier angle bars and bulbs, on account of their being supported by the decks only on one side.

In steam vessels no compartment shall exceed 90 feet in length; exceptional cases will be considered on written application.

All bulkheads must be carried to the upper deck (to the 2nd deck in awningdeck vessels).

Cross bunkers in steamers of 36 feet or more beam to be divided by a longitudinal iron or steel bulkhead, to prevent the shifting of coals; and such a bulkhead in plate or in wood is recommended to be fitted in all sea going vessels of comparatively small dimensions.

§ 4. — **Screw steamers** to have one bulkhead aft at the inner end of the stern tube at a suitable distance from the propeller post, and specially stiffened in way of the stern tube to the Surveyor's satisfaction. A complete steel or iron flat with a manhole to be fitted, when this bulkhead does not extend to the upper deck (to the

second deck in awningdeck vessels), so as to form a watertight compartment.

§ 5. — Doors in watertight bulkheads to be as limited as possible in number and size, made perfectly watertight and worked from a deck situated above the load line.

Their watertightness must be tested by hose.

**No door to be allowed under any consideration in collision bulkheads.**

§ 6. — In all vessels building under survey the bulkheads must be tried with the fire-hose, to ascertain whether they are perfectly watertight; and in vessels already built where there is reason to doubt the efficiency of the watertight bulkheads, the same test should be applied.

The fitting of watertight doors, valves and cocks must be to the entire satisfaction of the Surveyor.

The after peak to be filled with water so as to test the connection of the stern tube to the bulkhead and stern frame.

In all vessels, the fore peak also to be filled with water, in order to test the strength and watertightness of the collision bulkhead.

## ARTICLE 23<sup>A</sup>

### PUMPS, PIPING, ETC.

§ 1. — HAND PUMPS. — In all vessels a hand pump worked from the upper deck shall be fitted to each

hold. When there is no double bottom, or where hold drainage wells are arranged between the tanks in the double bottom, the hand pump suction is to be placed at the after end of each hold at the middle line of the vessel. In vessels having a continuous double bottom without wells two hand pumps shall be fitted, one in each bilge.

The after peak, when not used as a ballast tank, may be drained into the tunnel well by a cock or sluice valve, but the fore peak must be fitted with a separate hand pump or steam suction.

No sluice valve or cock will be permitted on the collision bulkhead.

Suitable arrangements (hand pump in fore peak) to be fitted for dealing with drainage on the crowns of peak tanks.

The diameter of these hand pumps to be submitted for approval.

§ 2. — Instead of deck hand pumps to each hold, as required above, any other system of hand pumping, (such as one or more pumps of fly wheel pattern fixed and connected to the steam bilge system) may be adopted, provided it receive the sanction of the Administration.

The bores of pumps of this description to be as follows :

Tonnage under deck		Diameter of pump barrel
Under	1000 tons	4 ins.
Over 1000 and 2000	»	5 »
» 2000 » 4000		6 »
» 4000 » 6000	»	7 »
» 6000 »	»	8 »

Hand pumps are to be worked from the upper deck or from a deck whose level is above the deep load line and should be tested so as to ensure their efficient action. The « lift » of the pump should not exceed 24 feet.

§ 3. — Sailing vessels, having collision and no other bulkheads, shall be fitted with at least 2 pumps independent of that of fore peak.

The bores of the pumps should not be less than :

3 inches for vessels under 300 tons (under deck).
4 » » over 300 not exceeding 600 tons.
5 » » » 600 » 2000 »
6 » » » 2000 tons (under deck).

Sailing vessels with more than two watertight compartments shall have a suction pipe led to each hold from each of the two hand pumps above required.

In sailing vessels fitted with donkey boiler and winch it is recommended to connect same with the hand pumps by messenger chain or other suitable means.

#### STEAM PUMP SUCTIONS.

§ 4. — In steam vessels a steam pump suction shall

be fitted to each compartment — cargo holds, machinery spaces, or water ballast tanks, and peaks when used as ballast tanks.

§ 5. — BILGE SUCTIONS. — Where there is no double bottom, or where hold wells are arranged between tanks in the double bottom, one steam suction shall be fitted at the middle line in vessels whose longitudinal number is less than 62,000, and two suction one on each side of the middle line keelson when the numeral exceeds 62,000. In flat bottomed vessels, or in holds of unusual length a third suction may be required.

In vessels having a continuous double bottom without wells two steam suction will be required, one in each bilge.

A well should be fitted at the after end of the tunnel, into which a steam suction must be led.

As a rule, the diameter in inches of suction at centre line and in wings where no wells are fitted to be about  $0.45 \sqrt{B}$ , B denoting the breadth of the vessel in feet, but this may be modified in special cases.

When three suction are required, the wing suction (except in machinery space) may be one inch less in diameter than given by the above rules, but suction pipes should not be less than 2 ins. and need not exceed  $3 \frac{1}{2}$  ins. in diameter.

§ 6. — BALLAST SUCTIONS. — In double bottoms one

## ARTICLE 23<sup>A</sup>

### PUMPS, PIPING, ETC.

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steam suction shall be fitted at the middle line of the vessel, and two, one on each side of the centre girder, if the length of the compartment exceed 55 feet or if the rise of floor be less than 1 in 15.

The diameter of these suction pipes in inches shall be

$.6 \sqrt[3]{V}$ , V denoting the capacity of the tank in tons.

Wing suctions may be one inch less than given by this rule. In any case however no suction pipe shall be less than 2 ins. in diameter.

A steam suction is to be led into the peaks when these are arranged as ballast tanks.

§ 7. — DEEP TANKS. — Deep hold tanks for ballast purposes may be filled direct from the sea through an efficiently constructed sea valve with a rod worked from the upper deck. Special precautions, however, such as lock and key, shall be fitted as a safeguard against water being accidentally run into the hold. A pump (preferably steam), separate from the bilge-pumps, should be fitted for dealing with the water ballast.

The number and size of suctions in deep tanks to be to the approval of the Administration.

§ 8. — SOUNDING AND AIR PIPES. — A straight sounding pipe extending to upper deck must be fitted in each

watertight compartment or well, and one in each wing when there is a double bottom with or without well.

Two sounding pipes will be required in compartments with little rise of floor. The shell plating under sounding pipes must be protected by a doubling plate.

Each water ballast tank must have a suitable number of air pipes of sufficient diameter, extending to the upper deck. The escape of the air to the air pipes should be made as easy as possible by cutting a number of holes of sufficient area in the floors and angles bars under the tank top or by any other suitable method.

§ 9. — FIRE SERVICE. — At least one of the steam pumps must be arranged with permanent connection to a fire service pipe system, led along the weather deck and fitted with nozzles for the attachment of hose pipes having sufficient length to be able to throw water into any compartment of the ship.

All vessels must have at least one portable fire pump with the necessary fittings.

§ 10. — GENERAL REQUIREMENTS. — The system of ballast pumps, piping, etc. must be entirely separate from the bilge system. If however a connection be required between them, it must not be made through less than two valves other than those in the distribution boxes.

The distribution boxes are to be conveniently placed



in accessible positions and a mud box should be fitted between them and the pump to which they are connected.

For further particulars as to arrangements in machinery space, see Art. 34, § 10.

All suction pipes to be accessible and carefully protected from possible injury in way of cargo holds and coal bunkers.

Lead pipes communicating with the sea to be fitted with cocks or valves at the vessel's skin, and all soil pipes to be connected to skin with wrought or cast iron elbows of good quality fitted with storm valves.

The thickness of all pipes to be to the Surveyor's satisfaction.

All suction pipes are to be led in to perforated strums placed in the bilge or bottom in the most suitable position for purposes of cleaning etc.

The area of the perforations in strums to be at least twice that of the suction pipe.

All sluice or flood valves, or cocks, must be worked by rods from the upper deck or in the machinery space and must be accessible.

Flood valves, arranged with lock and key, are to be fitted to all compartments reserved for the transport of explosives, inflammables, or other dangerous goods.

Four sunprints or a tracing on cloth of the pumping arrangement of steam vessels to be built under special

survey must be submitted through the Surveyor for the approval of the Administration.

Exceptional cases will have special consideration, and other arrangements of an equivalent efficiency may be adopted in lieu of above requirements.

All pumps to be tested to ensure their efficient action (see Arts. 3, § 6, 4, § 4, 6, §§ 4 & 34).

## ARTICLE 24.

### PLATING

§ 1. — The plating to be in accordance with Tables N° 1, for half the vessel's length amidships.

When alternate thicknesses of plating are specified in the Tables, the thinner plates in all cases to form inside strakes.

The plates to be not less than six frame spaces in length.

If the frame spacing be 25 % wider than by Table N° 1, the tabular thickness of shell plating (except keel, garboards, and sheerstrakes) shall be increased by 2/32 in. Smaller increases to be in proportion.

Table N° 1<sup>5</sup> gives the normal reduction from the midship thickness over one quarter of the length at the ends of the vessels; but the whole of the shell at ends, with the exception of the keel, garboards, bottom, and plating at the after end as described below, may be of a uniform thickness viz. that of the side plating at



## PLATING

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ends as given by Table N° 1<sup>5</sup>. Garboard strakes and two strakes of bottom plating adjoining same shall be reduced at the ends not more than  $2/32$  in. from the midship thickness.

When a flat plate keel is used, the strakes adjoining it must be of the thickness required for garboard strakes and reduced not more than  $2/32$  at the ends.

No reduction from the tabular midship thickness will be allowed on the boss plates of screw steamers and the strakes below them or on furnaced plates at bow and stern, nor more than  $2/32$  of an inch on the two aftermost lengths of the plating, from the boss plate to the top of the propeller frame.

In vessels whose machinery is fitted in the after quarter, only 50 % reduction from the midship thickness given in Table N° 1<sup>5</sup> will be permitted on the shell plating aft up to the counter.

For the reduction at ends of flat plate keels, see Art. 11.

Reductions in thickness are to be made gradually, the difference in thickness between adjoining plates in the same strake is not to exceed  $2/32$  in.

§ 2. — If it is desired to enter a vessel in the Register with the special mark **P. R.** (See Art. 1; § 9) the bow plating from the stem to 2 frames abaft the collision bulkhead and from below the light water line up to 2 feet above the deep load line must be  $1\frac{1}{2}$  times the tabular thickness of

the midship plating, but need not exceed one inch. The thickness may be gradually reduced towards aft, in such a way that the decrease between two adjoining plates shall not exceed  $2/16$ ths of an inch.

For this same length, strength must also be provided for by a closer spacing of the frames which must be spaced not more than  $2/3$  of their tabular midship distance, and by additional stringers consisting of double keelson angle bars not more than 4 feet apart, connected by efficient breasthooks and panting beams.

In the case of vessels already built and intended to be strengthened in view of the mark **P. R.**, the bow plates may be doubled with plates of the same thickness as required by Table N° 1<sup>5</sup>, for the same length as above prescribed; and additional frames to be fitted, extending above and below the doubled strakes of plating, with breasthooks and panting beams as above.

A plan of the whole to be submitted to the Administration for approval.

§ 3. — Bulwarks shall have a height of at least 39 ins. in steamers, and 50 ins. in sailing vessels.

Bulwark plates to be in thickness the same as the upper part of bulkheads; and a sufficient number of water ports to be fitted in them. (See Art. 22, § 3.)

Bulwark stanchions should be spaced not more than six feet apart. Their diameter to be from  $1\frac{1}{4}$  to 2 in., according to their length.

If open rails be fitted instead of plate bulwarks, the

rails shall be pitched not more than 10 ins. apart, and stanchions not more than 54 ins.

In tugboats a strong fender shall be fitted at about the level of the deck.

§ 4. — All inside strakes of plating to be fitted and riveted close to the frames to which they are connected; the outside strakes to have solid lining pieces in one length, of the same breadth as frames, carefully fitted and riveted, metal to metal, between the plating and frames.

§ 5. — Butts of plating to be planed and fitted close metal to metal, and caulked so as to be perfectly watertight.

§ 6. — The breadth of sheerstrakes and of flat plate keels, to be as specified in Tables N° 1.

§ 7. — Butts of garboard strakes to be carefully shifted with each other and with the keel scarphs.

Butts in adjoining strakes of plating, stringers, &c., to be at least two spaces of frames apart, and there must be at least two clear strakes between two butts in the same vertical line.

For riveting see Art. 27.

§ 8. — Doors, side ports, freeing ports, hawse and mooring pipe holes, &c., cut in the shell plating and also openings in stringers to be compensated for by doubling plates, or any other means approved by the Administration.

Freeing ports of any considerable size in passenger vessels must be fitted with gratings.

Strong watertight covers or plugs must be provided for any openings in shell, bulwarks, or weather decks.

Side lights in sheerstrakes to be avoided as far as

practicable; but when such are necessary, compensation for same must be carefully attended to.

The use of cast iron for side light frames will not be permitted.

Sidelights are to be supplied with solid deadlights, hinged or portable; and those at the fore end of the vessel should be protected by iron guard bars against damage from anchor or cable.

All details in connection with freeing ports, etc., to be submitted to the consideration and approval of the Administration.

§ 9. — **When a continuous double bottom is fitted** the shell plating entirely within the double bottom may be of the thickness given in Tables N° 1 for side plating. No reduction will be allowed on flat keel plates and on the plates adjoining these, or on garboard strakes. (See art. 11, § 4.)

Care is to be taken that the reductions stop at a reasonable distance from the waterballast ends and that a proper shift be made with the non reduced plates.

## ARTICLE 25.

### WATERBALLAST.

DOUBLE BOTTOM WITH BRACKET FLOORS ON ALTERNATE FRAMES.

§ 1. — The scantlings and other particulars of cellular double bottoms are given in Table N° 4.

The centre keelson or bearer must be of the depth and thickness given in the Table, attached to the tank top by

## ARTICLE 25

### WATERBALLAST.

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double longitudinal angle bars of the size specified and to the flat plate keel, if such is fitted, by two keelson angle bars. (Tables N° 3.) The centre bearer must be stiffened by bracket plates at each frame where no solid or bracket floor is fitted.

The margin plates are to be connected to the skin by a longitudinal angle bar of the size specified in the Table; the butts of this bar are to be fitted with buttstraps.

The side framing is to be bracketed to the margin plate by bracket plates of the same thickness as the tabular frames, carried up the bilge to a height at least equal to twice the tabular depth of ordinary floors. Inside the double bottom, bracket plates, connected to the shell and tank top, are to be riveted to the margin plate where no solid or bracket floor is fitted.

Continuous side keelsons or bearers as per Table must be fitted in the double bottom, not more than 4 feet apart, and attached to the tank top and to the outside plating by single angle bars of the size given in the Table.

For riveting see Art. 27.

Frames and reverse frames to be fitted throughout double bottoms, of the tabular scantling and spacing. But the vertical flange of frames on solid floors may be of the same width as shell flange.

On every alternate frame intercostal floor plates having

the full depth of the double bottom must be fitted; these may be formed of bracket plates, or solid plates with manholes. The size of manholes to be so limited as to leave a clear plate surface all round, equal at least to  $2\frac{1}{2}$  times the depth of the vertical flange of tabular frame angles. Solid plates with manholes to be fitted in all cases where the scantling numeral exceeds 450,000. These intercostal floor plates to be of the same thickness as the side bearers, and attached to them and to the tank top by angle bars of the size required for the side bearers. **In the engine compartment**, bracket plates will not be allowed, but full plate floors must be fitted to every frame.

In the boiler compartment, full plate floors with manholes are to be fitted to every alternate frame.

No manholes to be cut in the centre keelson, and those in the side bearers to be properly shifted with each other as well as with the bearer and the tank top butts.

The second floor from the after end of the engine compartment should be made solid and watertight, in order to form a drainage well or the bilge water, and manholes to be cut in the tank top at this well, where required.

In this system of construction floors must be fitted to every frame for 15 % of the vessel's length abaft the fore peak bulkhead or equivalent stiffening to the approval of the Administration.

## DOUBLE BOTTOM WITH DEEP FLOORS ON EVERY FRAME

§ 2. — When the double bottom is constructed with deep floor plates fitted to every frame and running in one length from the middle line to the margin plates, the thickness of these floors to be the same as required for side bearers in Table N° 4.

About midway between the centre keelson and margin plate, intercostal bearers are to be fitted  $1/16$ th of an inch thicker than the floors, and well connected to the latter and to the tank top and shell plating by angle bars as per Table. Two intercostal bearers of same thickness as floors will be required when the breadth at tank top exceeds 34 feet, and three when that breadth exceeds 48 feet. Additional girders shall be fitted in way of the machinery.

The vertical flange of the frame angles within the double bottom may be of the same width as the shell flange. The flanges of the reverse bar may be the same as those of the frame, and of a thickness equal to that of the floor.

A sketch of the engine foundations should be submitted for approval.

It is recommended that this system of construction be adopted in vessels in which no centre pillars are fitted.

For other particulars, see §§ 1 & 5.

## WATERBALLAST COMPARTMENTS BUILT ON ORDINARY FLOORS

§ 3. — The tank top to be of the thickness given in Table N° 4 ; but it need not be more than  $6/16$ ths of an inch, except the line middle plates and the side plates connecting the tank top to the hull, which must in all cases be  $1/16$ th of an inch thicker.

The centre-bearer may be  $1/16$ th less in thickness than that of cellular double bottoms ; it must have double angle bars top and bottom, as per Table.

The side bearers may be  $1/16$ th less in thickness than the centre bearer ; they should not be more than 4 feet apart, and must be connected to the structure, top and bottom, by longitudinal angle bars as per Table.

The double bottom to be well strengthened athwartships by brackets or otherwise.

For riveting see Art. 27.

When longitudinal supports are fitted as described above, the sister and lower bilge keelsons may be dispensed with, if approved of by the Administration ; but if the tank does not extend the entire length of the vessel, the centre bearer must scarph the centre keelson and the sister and bilge keelsons must be continued at least 3 spaces of frames into the tank to the satisfaction of the Surveyor.



**WATERBALLAST.**

## WATERBALLAST HOLDS OR DEEP TANKS.

§ 4. — In deep hold tanks which extend to the upper deck the stiffening and thickness of the end bulkheads shall be generally as required by Art. 36 Table D, or equivalent thereto. If however the crown of the tank be at the height of the hold beams only, the thickness of the bulkhead plating may be as required by Table D, for the middle third of bulkheads and stiffened with web plates and bulbs. In all cases an iron or steel deck is to be fitted on the top of the tank, the requirements as to thickness etc. being as per Tables N° 6 and Art. 22, § 1. It is recommended that a longitudinal watertight bulkhead be fitted in all deep tanks, well stiffened and connected at the boundary by double angles. For the connection of hold stringers and keelsons to bulkheads see Plate F, Art. 36.

For riveting see Art. 27. It is to be noted however that if the stiffening be arranged altogether inside the tank the spacing of rivets in all stiffeners should not exceed 5 to 6 diameters centre to centre and plate stiffeners are to be connected to the bulkheads by double angles.

A plan of the arrangement is to be submitted for the approval of the Administration, as also of any special disposition of waterballast tanks.

## GENERAL REQUIREMENTS.

§ 5. — When the double bottom extends under the engines and boilers, the floors under the boiler bearers and under the engine seating must be increased 1/16th in thickness; the tank top in the engine and boiler space, as well as in the cross-bunkers, is to be increased as specified in Table N° 4. Where the foundation or sole plate of the engines rests direct on the tank top, the thickness of the latter shall be twice the thickness of the engine room tank top plating. The bolts for holding down the bed plate are to be tapped into the thick plating with grum mets and washers underneath the heads. The tank should be retested after the bed plate is fitted in place. When ordinary or deep floors are fitted, the longitudinal girders must be strengthened or their number increased to the satisfaction of the Surveyor.

Floors which are cut at the centre girder must be connected thereto, when more than 3/5ths the width of the midship floor, by double angles on each side if breadth of ship exceeds 42 feet; by single and double angles alternately when breadth of ship is between 36 and 42 feet, except in machinery space and coal bunkers where they must be double in all cases.

The knees connecting the frames to the margin plate



are to have a height at the bilges at least equal to twice the height of the tabular floors.

Web frames to be connected to tank margin plate by double angles, or gusset plates fitted.

In vessels of or over 22 feet in depth every fourth and in those of 29 feet or more every second frame-bracket is to be connected to the tank margin plate by double angles fore and aft, or equivalent compensation provided. In vessels of the single deck type these limits will be 19 feet and 26 feet respectively.

A well is recommended at the after bulkhead of the engine compartment, and manholes cut into the tank top over it and fitted with watertight covers. A similar well is strongly recommended for the other compartments whenever a slight accumulation of bilge water might cause its overflowing the flat inner bottom.

When the margin plates in way of such wells have holes cut in them to admit the bilge water into them, valves or cocks must be fitted to same, capable of being worked from a deck or platform above the deep load line.

The boilers should be not less than 12 inches clear of the tank top.

Special care must be taken to ensure the accessibility of all parts of the tank top in way of the engines and boilers.

Engine and boiler seats or bearers must in no case be bolted through the tank top, but riveted to it.

Manholes to be arranged in every space between longitudinal bearers, to allow of all parts being examined.

Manholes for entrance to the double bottom should be not less than 18 ins. by 12 ins. and be compensated for.

§ 6. — For requirements as to suction and pipes, see Art. 23A, § 6.

The piping for emptying the waterballast tanks or holds must be arranged in such a way that the water can be pumped out entirely, even when the vessel has a heavy list.

Double bottoms to be subdivided into a sufficient number of transverse watertight compartments, so as to ensure stability whilst filling or emptying the tanks.

§ 7. — Double bottoms to be tested, before launching, with a head of water corresponding at least with the load draught of the vessel, and to be perfectly watertight. Peak and deep hold tanks are to be similarly tested. In any case the head of water must not be less than eight feet above the crown of the tank.

The bottom of the vessel to be covered with cement inside the tanks, and also the gutters formed by the tank sides, if so constructed. The tank top to be cemented in engine and boiler rooms and to be covered with a wood ceiling elsewhere. For particulars of this ceiling see Art. 28.

§ 8. — For the reduction allowed on the bottom plating see Art. 24, § 9.

## ARTICLE 26.

## SCREW SHAFTING TUNNEL.

§ 1. — The plates of screw shafting tunnels to be not less in thickness than that prescribed for the lower part of bulkheads, and to be strengthened by reverse angle bars spaced from 4 to 5 feet apart, or in any other way to the satisfaction of the Surveyor.

Under the hatchways, tunnels must be sheathed with wood or doubled with steel or iron plates; or the thickness of plating must be increased by one-half.

Where masts are stepped on the tunnel efficient local strengthening will be required.

§ 2. — Tunnels must be watertight throughout, metal to metal, and tested by hose as in the case of bulkheads.

Drain pipes may be fitted to the bottom of tunnels.

A well should be fitted at after end. (See Art. 23, § 11.)

All tunnels to have a watertight door on forward end at the entrance from engine room, which must be arranged to open and shut from a deck above the load water line.

The shaft where carried through the after bulkhead of engine room, to be fitted with a suitable stuffing box with deep packing gland.

The height and breadth of the tunnel to be amply sufficient to allow of easy access for removing or repairing the shaft.

## ARTICLE 27.

## RIVETS AND RIVETING.

§ 1. — The holes to be regularly pitched and carefully punched opposite each other, from the faying surfaces.

The countersinking of the outside plating and stringer plates, to be made by drill, and to extend at least through two-thirds the thickness of the plate.

Rivets in the outside plating to be laid up round the heads, to fill the holes and countersinks, and to be finished flush on the outside.

Keel rivets should be left full or convex.

The diameter of **rivets** and the breadth of laps are given in Table N° 7 for steel and for iron vessels; also the dimensions of buttstraps.

The diameter given in Table N° 7 is that of the rivets as manufactured and before they are heated, and the plates or bars must be punched to suit that diameter.

The diameter of rivets and the system of riveting is to be regulated by the thickest of the plates to be connected.

The diameter of rivets for attachment of frames and reverse frames to the plating is to be regulated by the greatest thickness of the attached plates.

## SPACING OF RIVETS.

§ 2. — The spacing of rivets in each row shall be as follows :

1°  $3\frac{1}{2}$  diameters for single and double riveted butts, and for the two inner rows of treble riveted buttstraps with single straps ; also for single riveted seams of shell plating, butts and seams of watertight bulkheads, double bottom, etc.

2° 4 diameters for single riveted seams of decks, double riveted seams of shell and double bottom ; also for treble riveted overlapped butts.

3°  $4\frac{1}{2}$  diameters for butts with double straps treble riveted, and double riveted seams other than shell and double bottom ; also for quadruple riveted butts.

4° 5 diameters for forgings and for the connections of floors and frame brackets to centre girder and tank margin plates ; for engine and thrust seating and framing immediately below same ; also for beam knees. At least four rivets to be put in each knee, one of which, in the case of plate knees, is to pass through the beam itself.

5°  $5\frac{1}{4}$  diameters for the third row of treble riveted butts with single straps ; and for the connection of shell to framing and stringers, from keel to load line

for about 20 % of length from stem when the numeral exceeds 250,000.

6° 7 diameters for the connection of frames and reverse frames to each other and to floors or shell plating, also angle bars of beams, keelsons, hold stringers, bulkhead stiffeners, etc.

7° 8 diameters for stringer plates and deck plating to beams.

§ 3. — In chain riveting the distance from centre to centre between the rows to be at least three times and in zigzag riveting at least twice the diameter of the rivet. In no case shall the centre of a rivet be nearer the edge of the plate or bar through which it passes than one and a half times its own diameter.

## SYSTEM OF RIVETING FOR LONGITUDINAL SEAMS.

§ 4. — The spacing, diameter and system of riveting regulated by the thickness of plating amidships, is to be continued all fore and aft.

The longitudinal seams of plated decks may be single riveted ; but in vessels of 400 feet and above, the inner edge of the stringer plate must be double riveted.

If the **bottom** plating is of or over  $11/32$ ds of an inch, for steel,  $13/32$ ds for superior iron or  $7/16$ ths for ordinary iron, the longitudinal seams must be double riveted

## RIVETING

to the upper turn of the bilges, and if the **side** plating (including spar and awning deck topsides), is of or over 14/32ds, 16/32ds or 9/16ths respectively, all longitudinal seams of outside plating to be double riveted throughout.

The seams of shell plating to be chain riveted; zigzag riveting will only be allowed on the condition that every care shall be taken to secure a good connection of the frames with the outside plating, as well as a perfect watertightness of butts.

The seams of sheerstrakes and of flat plate keels to be double riveted when the adjoining plating is of or over 11/32ds, 13/32ds or 7/16ths of an inch respectively as above.

The longitudinal seams of tank top plating may be single riveted, but those of the centre strake and margin plates shall be double riveted whenever these plates are of or over 15/32nds in thickness.

## SYSTEM OF RIVETING FOR BUTTS.

§ 5. — 1° With **iron** rivets, overlapped butts or butts with single straps shall be double riveted when the plates are under 13/32nds., treble riveted when of or over 13/32nds, and quadruple when of or over 19/32nds. When of or over 24/32nds double straps treble riveted shall be used.

2° With **steel** rivets these limits shall be 14/32nds, 21/32nds, and 28/32nds respectively.

The above rule applies more particularly (for half length amidships) to upper, main, spar or awning deck sheerstrakes, stringers and deckplating and all topside plating above main deck, also to keel plate, garboards bridge plating and bilges. In its application to midship side and bottom plating with iron rivets, the thickness may be reckoned at 80 % and for plating at ends the thickness may be reckoned at 65 % of the actual thickness amidships (without the reduction for double bottom allowed by Art. 24, § 9). For **steel** rivets these percentages shall be 90 and 75 respectively.

§ 6. — The riveting of butts of shell plates over 58ins. in width is to be specially considered and submitted for the approval of the Administration.

§ 7. — In steam vessels whose machinery is placed aft the shell butts shall be treble or quadruple riveted at the after end if the same be required amidships.

§ 8. — Treble riveting at least will be required for the butts of the first side plates in poops and raised quarter decks as well as those at the ends of bridge-houses.

In screw steamers when treble riveting is required amidships treble riveting will likewise be required



for the three aftermost butts in each strake of outside plating from the keel to at least the height of the deep water line.

§ 9. DOUBLING PLATES. — The butts of doubling strakes as well as those of doubled strakes to be fitted with buttstraps directly over the butts and riveted in accordance with the above rules. These plates should be well riveted together on their edges and by a sufficient number of additional rivets in every frame space.

§ 10. — The butts of floor plates, centre plate keels and keelsons shall be riveted with double straps or overlaps in accordance with the above rules for iron rivets.

§ 11. — Butts of deck plating at ends where of or under 10/32nds may be single riveted likewise those of tank top outside machinery space where of or under 11/32nds.

Butts of bulwark plates when of or under 8/32nds may be single riveted.

#### BUTTSTRAPS.

§ 12. The breadth and thickness of buttstraps to be in accordance with Table N° 7.

The buttstraps of sheerstrakes to be in one length, unless the sheerstrake projects sufficiently above the stringer angle to receive two rows of rivets vertically above this angle bar. In this case the buttstrap may be

interrupted, but the part above the stringer angle must be increased 1/16th of an inch beyond the tabular thickness.

When double buttstraps are required, the thickness of the one which is caulked must be 70 % and of the other 60 % of that given in Table N° 7.

When steel buttstraps have punched rivet holes, they ought to be annealed after punching, unless it be preferred to increase their thickness beyond that prescribed in the Table, or to rime the holes after punching.

For buttstraps in connection with bulkhead liners, see Art. 23, § 1.

§ 13. For riveting of masts see Art. 30, § 10.

### ARTICLE 28.

#### CEILING.

§ 1. — The bottom of vessels to the upper turn of the bilge, to be close ceiled with wood and the ceiling to be secured by bolts and nuts to the reverse frames. The ceiling of the flat of the bottom and of the waterballast tank tops to be laid in hatches.

The ceiling of waterballast tank tops to be laid on bearers. No through bolts connecting wood bearers directly with the tank top will be allowed.

From the bilge upwards to upperdeck the sides of holds to be sparred.



## ARTICLE 29

### RUDDER, WINDLASS, ETC.

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The latter arrangement will not be required in vessels built for and employed in the coal trade.

The thickness of the ceiling to be as per Tables N° 3.

## ARTICLE 29.

### RUDDER, WINDLASS, &c.

§ 1. — FRAME. Rudder frames may be of iron or steel forged solid in one piece, and of the best quality.

Frames of cast steel may be used provided the material fulfils the requirements of Art. 33, § 9.

§ 2. — STOCK. The stock may be made in one with the frame or may be united thereto by a large coupling with a sufficient number of bolts and a key. It shall be turned from the head to below the rudder trunk and shall pass through a stuffing box or other suitable bearing fitted on the deck.

The diameter of rudder stocks to be in accordance with Table N° 1. For steamers these diameters are to be considered as the smallest allowable in slow speed steamers such as ordinary cargo boats. For steamers of higher speed the diameter is to be determined by the following formula :

$$d = 0,18 \sqrt[3]{a b^2 v^2}$$

where

$d$  is the diameter in inches

$a$  the immersed depth of the rudder in feet

$b$  the extreme breadth . .  $d^\circ$  . . . . .  $d^\circ$

$v$  the speed in knots per hour

but the diameter so calculated shall not be less than given by Table N° 1.

§ 3. — PINTLES. The spacing of pintles should not exceed from 4 feet to 5 feet 6 inches apart top to top.

Their diameter is to be as required by Table N° 1. It is recommended to make them independent of the rudder frame, care being taken to thoroughly secure them in the frame gudgeons. A liner is recommended to be fitted in the gudgeons, in which case the thickness of the gudgeon outside the liner is to be 1/2 the diameter of the pintle, otherwise the thickness should be 2/3 the diameter of pintle, and the depth of gudgeon 1 1/4 times that diameter.

§ 4. — RUDDERS WITH FRAME BETWEEN TWO PLATES. The main piece of the frame is to be tapered gradually from the stock to the heel where its sectional area may be 45 % that of the stock. Transverse stays 4 feet to 5 feet 6 inches, apart are to be fitted between the main and after pieces of the frame. The after piece may be gradually tapered from where it joins the

stock and from the heel towards the middle where its thickness shall not be less than from 1 inch to 1 1/2 inches according to the size of the rudder. Its breadth shall be about 60 % of the diameter of the rudder stock with a minimum of 3 inches.

The thickness of the side plates is to be 2/32 in, more than the lower part of bulkheads and butts arranged so as to come on transverse stays.

Double riveting is recommended all round the rudder frame especially in high speed steamers.

Rivets shall be spaced 5 diameters apart centre to centre. Their diameter need not exceed 1 inch.

§ 5. — SINGLE PLATE RUDDERS. — The thickness of the plate shall be one-eighth the diameter of the rudder stock, with a minimum of 5/8 in. and maximum 1 3/8 in.

The main piece shall be gradually tapered from the stock to the heel where its sectional area may be 55 % that of the stock. A groove should be cut in this main piece to take the edge of the rudder plate.

For pintles see § 3. An arm either shrunk on to the main piece or made in one with same is to be fitted at each pintle and extend over the full breadth of the plate on one side and the other alternately.

The sectional area of each arm where it joins the main piece shall be 50 % that of the rudder stock and

may be gradually tapered towards its outer end where its thickness may be equal to that of the rudder plate.

If stays be arranged so that there is one in way of and one between each pintle, on one side of the plate and the other alternately, the area at the main piece may be 35 % that of the rudder stock and the thickness of the rudder plate one-ninth the diameter of the stock with a minimum of 1/2 in. and maximum of 1 1/8 in.

§ 6. — BALANCED RUDDERS. When balanced rudders are adopted having about one-third of their area before the axis, the rudder stock at the head may be reduced to 85 % of the diameter otherwise required. The diameter at the neck bearing shall be 20 % greater than and that of the heel bearing may be 30 % less than the tabular diameter of the rudder stock. The depth of the heel bearing shall be not less than its own diameter and of the neck bearing 1 1/2 times its own diameter. The main piece shall be gradually tapered from the neck bearing towards the heel and from the neck bearing upwards into the stock.

The above proportions are intended for rudders in which the depth of gap between the neck and heel bearings is about 24 times the tabular diameter of rudder stock.

## ARTICLE 29

### RUDDER, WINDLASS, ETC.

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For the spacing and dimensions of stays also thickness of plate see preceding sections.

§ 7. — GENERALLY. The rudder should be so fitted that it can be shipped and unshipped afloat. Stops shall be fitted both on the deck and on the rudder itself or sternpost to stop the rudder at from  $35^{\circ}$  to  $40^{\circ}$  from the middle line. A plan of the rudder arrangement shall be submitted to the Administration for approval.

§ 8. — The steering gear should be so placed that the helmsman's look-out, both ahead and abeam, may be as unobstructed as possible.

Steam steering gear should be fitted to all steamers of more than 800 tons gross and 500 I. H. P. A special pipe is to be fitted for supplying steam from the boiler to the steering gear.

The steering gears, including rods and chains, tillers and quadrants, leading and other blocks, are to be approved by the Surveyor, and spare steering appliances are to be provided complete and ready for use in case of need.

For a radius of quadrant  $= 6(D + 2)$  the diameter of steering chain shall be equal to  $\frac{D+1}{8}$ , and of steering rod  $\frac{D+1}{6}$ , D being the diameter of rudder head in inches.

The quadrant must be a good fit and be strongly keyed to the rudder head.

The eye shall have a depth equal to D and outside diameter 1.8 D.

Bolt connections in the leads shall have a diameter at least equal to that of the steering rod.

Ropes of any kind (wire or other) will not be permitted for the leads of steering gears, although wire rope may be used for the control of the steering engine.

§ 9. — Steam vessels of over 400 tons, and sailing ships fitted with a donkey boiler, should have a direct acting steam windlass, or windlass worked by messenger chain from a steam winch, of power proportionate to the weight of anchors and cables.

Steam pipes to windlass and winches should be placed on chairs fitted on the top of the deck.

Windlasses, capstans and winches are to be of an approved pattern or description, well bolted to deck in a thoroughly watertight manner.

The windlass, in any case, is to be capable of being worked by hand power.

The deck in way of same is to be carefully stiffened by beams, plating and pillars to the Surveyor's satisfaction (See Art. 16, § 11).

The beams in way of winches, windlass, cranes, capstan, etc., should be plated over with plating of the same thickness as stringers or tie plates (see Art. 19, § 3).

## ARTICLE 30.

## MASTS AND SPARS, RIGGING, ETC.

§ 1. — Plans showing the dimensions scantlings and construction of all iron or steel masts and spars are to be submitted for the approval of the Administration.

§ 2. — The diameter and scantlings of **steel and iron lowermasts** are given in Table N° 10<sup>2</sup> (masts without anglebars) and in Table N° 10<sup>3</sup> (masts with anglebars). The length given in the first column is to be used for square-rigged masts of sailingvessels, mizzenmasts excepted; in the second column for square-rigged masts of steamers, square-rigged mizzenmasts of sailingvessels and fore and aft rigged masts (mizzenmasts excepted) of sailingvessels, in the third column for fore and aft rigged masts of steamers and fore and aft rigged mizzenmasts of sailingvessels. The length for the tables in all cases to be measured from the top of upperdeck, beams (second deck in awningdeck ships) to the hounds. All lowermasts of 44 feet in length and above must be constructed with angle stiffeners extending over the whole length of lowermast.

At least three stiffeners must be fitted if the masts be made with 2 or 3 plates in the round and four if

there be 4 plates in the round. The scantlings of these stiffeners are given in Table N° 10<sup>3</sup>, but in no case need the thickness exceed that of the plating at the partners.

§ 3. — Masts supporting derricks intended for lifting heavy cargo such as boilers, pieces of machinery etc. shall be strengthened beyond the rule requirements to the satisfaction of the Administration.

§ 4. — The diameter and scantlings of **topmasts** are given in Table N° 10<sup>4</sup>, the regulating length being measured from the lowermast cap to the topmast hounds. If in square rigged masts this length is over 21 feet two angle stiffeners are to be fitted over the full length of topmasts; the width of flanges of these anglebars to be  $\frac{1}{5}$  of the diameter at heel of topmast, their thickness to be same as thickness of topmast at heel.

§ 5. — In the case of **polemasts** (lowermasts and topmasts in one piece) the diameter and scantlings of the lowerpart is given in Tables 10<sup>2</sup> and 10<sup>3</sup>, the length being taken from deckbeams to hounds as in § 2, but whenever the length of polemasts measured from beams of upperdeck (second deck in awningdeckvessels) to topmast-hounds exceeds 44 feet three angle stiffeners (not less than  $2 \times 2 \times \frac{7}{32}$  in size) should be fitted, even if not required according to Table N° 10<sup>2</sup>. Table 10<sup>4</sup> give



## ARTICLE 30

### MASTS AND SPARS, RIGGING, ETC.

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the diameter and scantlings of the upper part of polemast regulated by 70 0/0 of the length from lowermast hounds to topmast hounds. Where required the diameter at lowermast hounds to be increased so as to suit the diameter at lowermast-wedging and topmast hounds. All angle stiffeners fitted to the lowerpart of polemasts are to be carried up to topmasthead, and the cutting of any of these for the admission of sheaves or otherwise must be compensated for.

§ 6. — The diameter and thickness of plating at lowermast hounds must in no case be less than what is required by the tables for the topmast at heel, and the diameter of a mast at truss hoop shall not be less than the greatest diameter of corresponding yard.

The taper in the thickness of mast and spar plating from the deck or slings to the ends must be gradual.

§ 7. — The diameter and scantlings of steel and iron **yards** are given in table N° 10<sup>4</sup>, the regulating length being the total length of the yard excluding the arms. It is recommended that yards over 20 ins in diameter be strengthened by angle bars, one to each plate in the round.

§ 8. — The diameter and scantlings of **bowsprits** are given in table N° 10<sup>5</sup>. When bowsprits are built to take a flying jibboom the regulating length, given in

column 1 of table N° 10<sup>5</sup>, is to be measured from the gammoning to the cap. If the bowsprit and jibboom are in one piece, the regulating length, given in column 2 of the table, is to be taken from the gammoning to the end of jibboom.

§ 9. — Doubling plates 5 ft in length are to be fitted right round masts at the wedging, similar plates 1 ft long are to be fitted at the heel.

Topmast plating is to be doubled over a length of not less than 2 ft in way of lowermast cap. Fid and sheave holes in topmasts are to be compensated for by doubling plates or other equivalent strengthening.

Plating of yards is to be doubled in way of the truss hoops.

Bowsprits at the gammoning are to have the plating doubled, and to be further strengthened by a vertical central diaphragm plate connected by four angle bars.

Cheeks of lowermasts are to be made of plates 4/32nds thicker than mast plates at partners and to be strengthened on the fore edge by a bulb bar or other means and on the upperedge by an angle bar worked round the mast; the flanges of this bar to be 1/2 inch wider and 2/32nds thicker than mast anglestiffeners given in Table 10<sup>3</sup>.

§ 10. **Riveting.** — Seams of lowermasts, bowsprits,



and polemasts constructed with angle bars, and of top-masts and yards may be single riveted.

Seams of lowermasts without anglebars must be double riveted and of polemasts without anglebars must be double riveted to above the lowermast hounds.

Butts of lowermasts, topmasts, bowsprits (outside wedging) and polemasts must be treble riveted. The butts or laps of fore and main yards to be treble riveted for one fourth the length in the middle. All other butts of masts and spars to be at least double riveted. All buttstraps to be  $1/16$  inch thicker than the plates they connect.

§ 11. — The diameters of wood masts and spars for sailing vessels are given in Table N° 10<sup>1</sup>.

§ 12. — All forgings, attachments and gear for, or connected with masts, spars and rigging to be made and fitted to the Surveyor's satisfaction.

Chain plates, ring and eye plates or bolts for standing and running rigging, to be fitted and attached to sheerstrakes by rivets of sufficient diameter and number, to the satisfaction of the surveyor.

All wire rigging and rigging chains to be tested, and test certificates to be produced asper Art. 33 E, § 11, and Tables N° 12.

## ARTICLE 31.

### PAINTING AND CEMENTING.

All iron and steel parts of the hull, with the exception of those which have to be caulked, should be painted with at least one coat of red lead. Before applying the red lead, the mill scale should be carefully removed from the surface of the iron or steel. The iron work so coated is to receive ultimately at least two coats of good oil paint, both inside as well as outside the hull. It is recommended to coat the bottom outside to above the light load line with composition of good and approved quality.

The bottom plating, frames, and inside riveting, to the middle of the turn of bilge on each side, and in the peaks, to be carefully cleaned and coated with Portland or other suitable protective cement which is to be properly worked to the level of the limber holes, or the lower drain holes punched in the frames.

Cement wash is recommended instead of paint for the inside of waterballast tanks, but the shell plating and rivet heads both inside the tank and in the bilges must be coated with cement to the level of the limber holes as above described.

Special means should be adopted to prevent wasting of the tank top framing and floors in machinery spaces, especially in way of boilers.

## INCREASED SCANTLINGS

FOR

## VESSELS OF EXTREME PROPORTIONS

## ARTICLE 32

§ 1. — Vessels whose length exceeds 12 times their depth or 7 times their beam will be subject to additional scantlings and strengthenings over those prescribed in the foregoing Rules and in the Tables N° 1 to 6.

Where additions are required in respect of both breadth and depth, the maximum of the two augmentations only will be required.

## PROPORTION OF LENGTH TO DEPTH.

§ 2. — The augmentations to stringer plates and sheerstrakes to be applied as follows, viz :

1° — In one, two and three-deck vessels, to the upper deck sheerstrake, and to the strake immediately below it ; also to the upper deck stringer plate and to the deck plating strake next to it.

2° — In spardeck vessels, to the spar and second

deck sheerstrakes and to the strakes between these two sheerstrakes ; also to the second deck stringer plate and so the adjacent deck plating strake.

3° — In awningdeck vessels to the second deck sheerstrake and to the strake immediately below it ; also to the second deck stringer plate and to the adjacent deck plating strake.

The augmentations on bilge strakes, keelsons and hold stringers, are to be applied in the same way in all types of vessels.

For the depth regulating the augmentations for extreme proportions see Art. 10, §§ 3, 5 and 6.

All particulars about requirements for extreme proportions of length to depth are contained in Table N° 14.

The increased thicknesses required by the said Table shall be applied to iron materials as well as to steel.

**PROPORTION OF LENGTH TO BEAM.****VESSELS EXCEEDING 8 BEAMS.**

§ 3. — Vessels over 8 and not exceeding 9 beams in length, and whose numeral is 125,000 and above, to have the following augmentations :

The upper deck sheerstrake to be increased  $\frac{1}{16}$ th of an inch in thickness, for half the vessel's length amidships and one bilge strake to be increased  $\frac{1}{16}$ th of an inch in thickness.

**VESSELS EXCEEDING 9 BEAMS.**

Vessels over 9 and not exceeding 10 beams in length, to have the following augmentations:

The second deck sheerstrake to be increased  $\frac{1}{16}$ th of an inch in thickness, for half the vessel's length amidships, when the numeral is under 125,000, and  $\frac{2}{16}$ ths when the numeral is 125,000 and above; also an increase of

$\frac{2}{16}$ ths of an inch in thickness, divided over the bilge strakes, for half the vessel's length amidships.

Vessels of the II Division whose numeral is over 160,000, to have in addition to the above requirements an increase of  $\frac{1}{16}$ th of an inch in thickness, on alternate strakes of bottom, bilge and side plating, for  $\frac{1}{3}$ rd the vessel's length amidships.

**GENERAL INSTRUCTIONS.**

The additional thickness of plating through increased scantlings must in all cases be properly scarphed with the smaller tabular scantlings, and the mean length of all the required increases must correspond with the specified length.

For vessels exceeding the foregoing proportions, a specification of scantlings must be submitted for the approval of the Administration, through the resident Surveyor.

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## ARTICLE 33

### QUALITY AND TESTS OF MATERIALS.

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## QUALITY AND TESTS OF MATERIALS

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### ARTICLE 33

1. — All material used for ships or boilers under the survey of the Bureau Veritas, shall be of the best quality, tough and malleable; and in vessels for which the special survey mark is required, the whole shall be submitted to the tests hereafter described, in the presence of a Surveyor to the Bureau Veritas.


These tests shall take place as far as possible at the works of the manufacturers, who are requested to afford the Surveyor every facility for carrying out the work of testing, and furnish him with a signed certificate stating the process by which the material has been manufactured.

The test requirements given below for steel apply only to steel manufactured by the open hearth process, acid or non-acid.

When steel by any other process is proposed, its

employment must be sanctioned by the Administration, after special tests have been made as to its suitability.

In the United Kingdom the tests of the British Standard Committee will be accepted for material used in the construction of ships Engines and Boilers, same being carried out in the presence of a Bureau Veritas Surveyor.

§ 2. — All material which has satisfactorily withstood the Bureau Veritas tests and inspection is, to be legibly stamped with the mark .

The mark to be placed as far as possible from the ends of the plates or bars, so as to be visible on them when placed in the vessel.

The stamp should be at least one inch in size.

§ 3. — If the samples selected by the Surveyor for controlling the tests made by the manufacturer should be found inferior to the stipulated conditions, he is entitled to

condemn the whole quantity of the material belonging to the same lot. In this case the stamps **V** must be cancelled by the Surveyor with the mark RF (refused).

§ 4. — The Surveyor appointed for the special survey of the vessel, may, in doubtful cases, test any piece he may wish, notwithstanding that the prescribed tests have been performed. He will have the right to reject any material which may develop flaws before, during, or after its being worked into place.

It is well understood that the Bureau Veritas is not responsible for the quality of the material delivered to the shipyard.

#### ON THE USE OF MIXED MATERIALS IN THE CONSTRUCTION OF VESSELS.

§ 5. — It is recommended to use only one kind of material for the main structural parts of a vessel. But in vessels described in the Register by the letter A in column N° 12, the following parts may be of iron, viz : partition bulkheads, coal bunker divisions, engine and boiler seats and casings, tunnels, hatch coamings, deck houses and other non structural parts.

Forged iron may also be used in such vessels, for the following parts, viz : bar keels, stems, stern frames and rudder frames. These parts, whether of iron or steel, must have the dimensions required for iron.

Whenever iron is used for any structural part of a vessel, the latter will be described in the Register by the letters A. F. in the column N° 12. But in such cases it is recommended that the same material be used for all longitudinal parts, and the same for all transverse parts.

#### I. — MATERIALS FOR SHIP CONSTRUCTION.

§ 6. — The pieces offered for acceptance shall be taken by charges and the number of the charge must be stamped in a conspicuous manner on each piece.

A detailed list of the pieces submitted shall be handed to the Surveyor giving the name of builder and vessel for which the material is intended, also the number and date of order, the number and dimensions of the pieces, their weight and reference number and the number of the cast.

These data shall be entered by the Bureau Veritas Surveyor on the test sheets and on the certificate of acceptance.

A. — **Mild steel plates and rolled sections** intended for the construction of vessels with scantlings as given in the tables.

§ 7. — The tests shall include :

- 1° A tensile and elongation test.
- 2° A bending test after tempering (quenching test).
- 3° A cold bending test for plates.
- 4° A double bending test for flange sections.



## ARTICLE 33

### STEEL. — QUALITY AND TESTS

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1° TENSILE AND ELONGATION TESTS. — Test pieces cut lengthwise or crosswise from the plates or bars must have a working length of 8 ins. and a finished breadth of  $1\frac{1}{4}$  ins. They must bear a tensile strength of from 27 to 32 tons per sq. in. of the original section with an elongation at rupture of at least 20 % in a length of 8 ins. For plates of  $\frac{1}{4}$  in. or less the elongation may be as per table at the end of this article.

2° QUENCHING TESTS. — Strips 2 inches wide, cut from the plates or bars, to be heated to a dull red and quenched in water at about 82° F., after which they must be able to stand, without any fracture, being doubled over and closed until the width of the opening near the bend is equal to three times the thickness of the sample.

3° COLD BENDING TESTS FOR PLATES. — Strips 2 inches wide, cut from the plates or bars must be able to withstand, without any fracture, being doubled over until the internal radius is equal to the thickness of the sample.

4° COLD BENDING TESTS FOR FLANGE SECTIONS. — A piece about  $1\frac{1}{2}$  ins. long cut from the bar, or, if preferred, one end of the bar to be opened out and flattened, and then bent over in a direction normal to the flanges until doubled up so that both ends touch. Under these tests, the bars must show no sign of fracture or cracks.

The number of tests to be made for each lot of steel

plates shall vary with the thickness as shown in the annexed table.

THICKNESS OF PLATE	ONE SET OF TESTS FOR EVERY
$\frac{4}{32}$	2 tons
$\frac{6}{32}$	3 »
$\frac{8}{32}$	4 »
$\frac{10}{32}$	5 »
$\frac{12}{32}$	6 »
$\frac{14}{32}$	7 »
$\frac{16}{32}$	8 »
$\frac{18}{32}$	9 »
$\frac{20}{32}$ & above	10 »

If the lot to be tested comprise plates of appreciably different thicknesses, the Surveyor will have the right to require the number of tests corresponding to the thinnest plate, or an average number.

For bars, one set of tests shall be made from each lot of 50 bars supplied.

When plates or bars are produced from different charges, at least one set of tests shall be made from each charge, in every case.

#### B. — STEEL RIVETS.

§ 8. — The series of tests shall include :

1° Tensile and elongation.

- 2° Cold bending.
- 3° Quenching test.
- 4° One cold crushing tests.
- 5° One hot crushing tests.

1° TENSILE AND ELONGATION TESTS. — Steel bars for rivets should have a tensile strength of from 24 to not exceeding 27 tons per sq. in. with a minimum elongation of 25 % in 8 inches. (20 % for rivets below  $\frac{13}{32}$  in. diar.)

For steel of less than 25 tons the spacing of the rivets shall be the same as for iron. (See Art. 27.)

2° COLD BENDING TESTS. — Pieces cut from rivet bars must be able to stand, without showing any fracture, being bent completely double the two inner edges being hammered flat against each other for the whole of their length.

3° QUENCHING TESTS. — Pieces cut from the rivet bars are to be heated to a dull red and quenched in water at about 82° F., after which they must be able to withstand, without showing any fracture, being bent completely double, the two inner edges being hammered flat against each other for the whole of their length.

4° COLD CRUSHING TESTS. — Short lengths equal to twice their diameter to be cut from the rivet bars and compressed cold to half their length, without showing any fracture.

5° HOT CRUSHINGS TESTS. — Other pieces of the same size, heated to a dull red, must stand being compressed to  $\frac{1}{4}$  of their length, after which they are to be punched through with a punch having a diameter equal to  $\frac{3}{4}$  that of the rivet. No cracks are to be developed under this treatment.

The number of tests to be made will be determined by the diameter of rivets as follows :

Diameter of Rivet in sixteenths.	One set of tests from every
4	4 Cwts.
5	6 »
6	8 »
8	10 $\frac{1}{2}$ »
10	14 »
12	19 »
14	24 »
16	30 »

#### C. — STEEL FORGINGS.

§ 9.—When steel forgings are to be used in engines and ships every piece must be efficiently annealed by heating to a uniform temperature and slow cooling and samples cut from the forging are to comply with the following tests :

- 1° Tensile and elongation.
- 2° Bending after tempering.

1° TENSILE AND ELONGATION TESTS. — The test pieces

## ARTICLE 33

### STEEL. — QUALITY AND TESTS.

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shall be taken after the forging is annealed. They shall be turned to  $\frac{9}{16}$  in. diam. and have a working length of at least 4 inches.

The tensile strength may be from 27 to 32 tons per sq. in. of original section.

When the strength is 32 tons the elongation shall not be less than 23 % in a length of 4 ins. For less than 32 tons the elongation shall increase in inverse ratio to the strength ; thus, for 27 tons elongation shall be 26 %.

2° BENDING TESTS. — A test piece 1 in. square and about 10 ins. long, cut from the forging, is to be heated to a dull red and suddenly quenched in water at about 82 F. after which it must stand being bent double in the form of a U, without showing any sign of fracture or crack, the internal radius of bend being  $\frac{3}{4}$  ins.

NICKEL STEEL FORGINGS. — For nickel steel forgings the tests shall comprise :

1° Tensile and elongation.

2° Percussion.

(N. B. — The following tests for nickel steel forgings apply to steel having about 3.25 % nickel and 0.35 % of carbon. For steel of different composition the Administration will prescribe the tests to be made.)

1° TENSILE AND ELONGATION TESTS. — The test pieces to be prepared as above described, to be tempered and annealed,

and to have a tensile strength of from 37 to 42 tons per sq. in. with a minimum elongation of 20 % in a length of 4 ins.

2° DROP TESTS. — A test piece 1 in. sq. shall be placed horizontally on two knife edges,  $6\frac{1}{4}$  ins. apart, and at right angles to them. It shall resist without fracture fifteen blows by a weight of 40 lbs falling from a height of 9 feet.

The test pieces are to be cut cold from the forging and not to undergo any hammering or similar treatment beyond that which the forging itself has been subjected to.

When it is desired to make use of harder steel than the above, the case will have to be considered by the Administration.

NUMBER OF TESTS. — As to the number of tests, two will be sufficient for any number of forgings resulting from the same charge. When the number of the charge is not known to the Surveyor, more tests will be required.

For a large forging, such as a shaft, every piece of which it is composed is to be tested, the sample being taken, as far as possible, from the end where, when casting the ingot, the metal was run in.

### D. — STEEL CASTINGS.

§ 10. — All steel castings must be annealed.

For stems, stern frames, condensers engine columns, etc., the tensile strength may reach 35 tons per square inch of original section, or even 38 tons when a very fluid steel is required for thin pieces, such as sole plates.

For engine pieces exposed to constantly varying stresses the upper limit of tensile strength is to be lower than 35 tons. For crank shafts, for instance, it should not exceed 30 tons.

The series of tests required shall include :

- 1° A test for tensile strength and elongation.
- 2° A cold bending test.
- 3° A percussion test.
- 4° A drop test.

The test pieces shall be taken from the same charge as the casting either cast with it or in a separate mould.

For cast steel anchor heads only a bending test and drop test will be required.

1° TENSILE AND ELONGATION TESTS. — The test pieces for tension shall be turned to  $\frac{9}{16}$  in. diam. with a working length of 4 ins. They must have a strength of from 28 to 38 tons per sq. in. with an elongation at rupture of 16 % to 10 % in 4 ins. as per table at the end of this Article.

2° COLD BENDING TEST. — A test piece 1 in. square, must be able, without showing signs of fracture, to be bent to the angle given in the table, with an internal radius of  $1\frac{1}{2}$  ins.

3° PERCUSSION TESTS. — Pieces  $1\frac{1}{4}$  inch square, resting in a horizontal position on two knife-edge supports spaced  $6\frac{1}{4}$  inches apart must be able to stand without any fracture a series of shocks caused by a weight of 40 lb., falling upon them from a gradually increased height, beginning at  $3\frac{1}{3}$  feet and ending at 5 feet, the increase between two successive tests being 2 inches.

4° DROP TESTS. — The following drop test is to be applied to cast steel anchors.

The anchor to be placed at a height of about 12 ft. with its shank and arms horizontal and dropped on an iron or steel slab of sufficient strength to resist the shock without breaking. The slab to consist of a steel plate at least  $4'6'' \times 4'6'' \times 4''$ , supported by solid concrete, or masonry, at least 4 feet thick.

If this test gives a satisfactory result, the anchor is then to be placed with the crown downward at the same height above the ground as before and dropped on two iron or steel blocks in such a way that the middle of the arms strikes the edges of the blocks; the latter are to be sufficiently high to secure a clear space under the an-



## ARTICLE 33

### STEEL — QUALITY AND TESTS.

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chor crown, preventing it from touching the ground.

The above tests for anchors refer only to the quality of the material. If it is desired to inscribe the mark AP in the Register, additional tests, the same as those required for iron anchors, will have to be applied.

Anchors cast of steel shall bear the mark *Steel Casting* in hollow letters cast in the metal.

Anchor rings or shackles, pins, bolts, forelocks or similar pieces, will not be accepted if made of steel cast in moulds.

Anchors must not be blacked or galvanized previous to being submitted to the above tests.

After having undergone the percussion or drop test to the Surveyor's satisfaction, the piece is to be hung up freely — as far as practicable — and hammered with a sledge hammer weighing at least 7 lb. for large castings such as rudders, stern frames, etc. Under this treatment it must emit a clear ring, convincing the Surveyor that the casting is sound.

### E. — STEEL WIRE ROPES.

§ 11. — Tests for galvanized steel wire ropes to be carried out as follows :

When the circumference does not exceed 5 inches, the

rope itself to be submitted to a breaking test as per Table N° 12<sup>2</sup>.

When the circumference is above 5 inches, the same test to be applied to one of the strands composing the rope, the aggregate resistance of which shall not be less than 5 % over that specified in the Table; — or to the wires composing the rope, the aggregate resistance of which shall not be less than 10 % over that specified in the Table.

Each of the galvanized wires shall in addition withstand the following tests :

1° To be twisted round itself as a core, not less than eight times, then untwisted and straightened without breaking.

2° A piece 8 inches long, cut from the wire to stand being twisted through the number of revolutions given by the following formula, without being cracked or split.

$$n D = 2$$

$n$  being the number of revolutions.

$D$  being the diameter of the wire in decimals of an inch.

**N. B.** The diameter of the reels for ceiling steel wire ropes to be not less than 18 times the diameter of the rope.



A. — PLATES AND BARS OF IRON INTENDED FOR  
SHIP CONSTRUCTION.

§ 12. — The series of tests shall comprise :

- 1° Tensile and elongation in the direction of the fibre.
- 2° Tensile and elongation across the fibre.
- 3° Hot bending test for plates.
- 4° Cold bending test for plates.
- 5° Forge tests for flange bars.

1° & 2° TENSILE AND ELONGATION TESTS. — The test pieces shall have a width of 1 1/4 ins. and a working length of 8 ins. They shall have a minimum tensile strength of 22 tons per sq. in. of the original section, with the fibre, and 18 1/2 tons across the fibre, with an elongation at rupture of 7 % with and 4 % across the fibre, in a length of 8 ins.

For the elongation of plates and rolled sections under 11/32 in. see Table.

3° HOT BENDING TESTS FOR PLATES. — A strip of at least 10 inches cut from the plate, after being heated to a dull red, shall stand, without any fracture or cracks, being bent to an angle of 140° with the fibre, and 90° across the fibre.

4° COLD BENDING TESTS FOR PLATES. — A strip of at least 10 inches cut from the plate, shall stand being bent to the following angles without any fracture or cracks :

Thickness of plate		Inside radius	With the fibre	Across the fibre
32nds	32nds	1 1/2 times the thickness of the plate	degrees.	degrees.
Under	8		90°	40°
8	to 11		70°	30°
11	— 16		50°	20°
16	— 21		35°	15°
21	— 25		25°	10°
25	— 29		20°	7°
29	— 31		15°	5°

5° FORGING TESTS FOR FLANGE BARS. — Pieces of angle bars being heated red, must stand the following tests without fracture or cracks :

- 1° To have their flanges shut until the outside edges touch.
- 2° To have their flanges flattened out.

NUMBER OF TESTS. — For iron plates and bars the number of tests to be made shall be the same as for steel plates and bars.

For iron pillars a special hot forge test should be made by drilling a hole through one of the bars at about 5 ins. from one end, and splitting the bar from the end

## ARTICLE 33

### IRON. — QUALITY AND TESTS.

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up to the hole. The two branches thus formed are to be opened out and bent back so as to touch the bar. The material should exhibit no signs of fatigue under this test which is to be carried out in one heat.

#### B. — IRON RIVETS.

§ 13. — The tests shall comprise :

- 1° Tensile strength and elongation.
- 2° Cold bending test.
- 3° Hot bending test.
- 4° Punching test.

1° TENSILE AND ELONGATION TEST. — The minimum tensile strength shall be 19 tons per sq. in. with an elongation of 10 % in 8 ins.

2° COLD BENDING TEST. — The rivet bar shall be bent cold to a U form the distance between the legs being one fourth the diameter of the bar. It shall then be straightened out by hammering, and show no signs of fracture.

3° HOT BENDING TEST. — Pieces cut from the rivet bars and having a length of twice their diameter shall be compressed hot to one third their original length without showing any sign of fracture.

4° PUNCHING TEST. — A piece of rivet bar shall be hammered flat in the direction of the axis and be punched transversely by a punch having a diameter equal to that of the bar without showing any sign of fracture.

NUMBER OF TESTS. — The number of tests to be made shall be the same as for steel rivets.

#### C. — IRON FORGINGS.

§ 14. — All iron forgings must be carefully examined by the Surveyor.

When Veritas tests are required by contract for iron forgings, they will be applied as follows : samples taken from the forging must have a tensile strength of 22 tons with the fibre, with an elongation of 14 % at rupture.

ANCHORS AND CHAINS. — For vessels intended to be classed with the marks A. P., or A. & C. P. the anchors and chains shall be tested at one of the Proving Houses approved by the Administration as mentioned in Table N° 11<sup>1</sup> in the presence of one of the Society's Surveyors who will grant Certificates for same on the completion of the tests.

ANCHORS. — The tensile test for Anchors is given in Table N° 12<sup>1</sup> and is to be applied to the anchor through the ring and flukes.

• CHAINS. — Each length of 15 fathoms shall be subjected

to the tensile stress specified in Table N° 12<sup>1</sup>, after which each link shall be carefully examined, all defective ones cut out and renewed, and the length retested. A breaking test, also specified in Table N° 12<sup>1</sup>, shall be applied to a length of three links, cut from the cable.

## II. — MATERIALS FOR BOILERS.

### A. — MILD STEEL FOR PLATES, BARS AND STAYS.

§ 15. — The tests shall include :

- 1° Tensile and elongation.
- 2° Cold bending test.
- 3° Bending after tempering.
- 4° Forge tests for angle bars.

1° TENSILE AND ELONGATION TESTS. — The test pieces for tensile and elongation tests of plates and bars shall have a finished width of 1 1/4 ins. with a working length of 8 ins. and shall bear a stress of 22 to 30 tons per sq. in. of original section with an elongation of from 30 to 20 % (see Table at the end of this Article).

For plates one test piece to be cut longwise from one end of the plate, and another crosswise from the opposite end.

For stays the test pieces shall be turned down to a diameter of 9/16 in. with a working length of 4 ins.

and shall show a strength at rupture of from 22 to 30 tons per sq. in. of original section with a corresponding elongation of from 32 to 25 %.

2° COLD BENDING TEST. — Strips 2 ins. wide cut from plates or bars, or test pieces cut from round bars for stays are to be bent to the form of a U with parallel sides, the internal radius not exceeding the thickness of the test piece which under this test should exhibit no signs of fracture.

3° BENDING TEST AFTER TEMPERING. — A strip from 1 1/2 to 2 inches wide, cut from the plate and having its sharp edges taken off, heated to a dull red and then quenched in water at about 82° F., must not show any sign of fracture when bent double over a radius equal to 1 1/2 times the strip's thickness, the bending being continued until the two ends are parallel.

4° COLD BENDING TESTS FOR FLANGE SECTIONS. — A piece cut from the bar, or, if preferred, one end of the bar to be opened out and flattened, and then bent over until doubled up so that both ends touch. Under these tests, the bars must show no signs of fracture or crack.

NUMBER OF TESTS. — A complete set of tests will be required for each rolled plate also for all the stays and all the bars of a boiler.

N. B. — On condition that the elongation shall not be

## ARTICLE 33

### MATERIAL FOR BOILERS.

less than 20 %, steel of a higher tensile strength — but not exceeding 33 tons per sq. in. — may be used, with the sanction of the Administration.

The tensile strength of flanged plates and plates in contact with flame, however, should not exceed 26 to 30 tons per sq. in.

Plates that have been flanged or worked in the fire, especially when successive local heatings have been applied, must be annealed after the completion of the work.

Punching of steel plates is to be avoided. If punched, the plates are to be annealed after punching, unless the holes are rimmed or drilled out so as to remove the injured layer or ring round the hole, the thickness of this layer, measured along the radius being at least  $\frac{3}{32}$ nds of an inch.

#### B. — STEEL RIVETS.

§ 16. — Rivets for boilers shall satisfy the same conditions and undergo the same tests as those for ships.

#### C. — BOILER TUBES.

§ 17. — The material shall be of the best quality. The inside and outside surfaces must be perfectly plain,

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without flaws, cracks, imperfect welding or any other defect; the thickness must be regular throughout.

The tests shall include :

- 1° Tensile and elongation.
- 2° Cold flattening.
- 3° Cold folding.
- 4° Cold expansion.
- 5° Cold flanging.
- 6° Internal hydraulic pressure.

1° TENSILE AND ELONGATION TESTS. — Strips cut from the finished tubes shall withstand a stress of from 22 to 25 tons with an elongation of 22 % in a length of 8 inches for tubes 0.08 in. thick and over, and of 20 % for thinner tubes.

2° COLD FLATTENING TEST. — A piece 4 ins. long to be flattened without fracture, the weld being situated in the folded part, until the distance between the sides be equal to the thickness, for tubes of or over  $\frac{6}{32}$ nds thick, and until the sides are close for thinner tubes.

3° COLD FOLDING TEST. — A piece 4. ins. long to be cut lengthwise at a reasonable distance from the weld, flattened cold, and rolled again in the opposite way, into a circle.

4° COLD EXPANSION TEST. — The end of the tube must admit of being expanded cold by a conical drift worked into it with a hammer, so as to increase the outside

diameter by 8 % for tubes of or over  $\frac{6}{32}$ nds thick, and by 10 % for thinner tubes.

5° COLD FLANGING TEST. — The end of the tube to be flanged at a right angle into a rim of four times the thickness for tubes under  $\frac{5}{32}$  thick, and of  $\frac{20}{32}$  for thicker tubes.

6° INTERNAL HYDRAULIC PRESSURE TEST. — All tubes to be submitted to an internal hydraulic pressure of at least 560 lbs per sq. in, and when under pressure, to be hammered with a light hammer, especially on the weld.

### MATERIAL FOR BOILERS. — IRON.

#### A. — PLATES AND ROLLED BARS.

§ 18. — The iron used in boiler construction is to be of the very best quality for which the tests shall be as follow :

- 1° Tensile and elongation with the fibre.
- 2° Tensile and elongation across the fibre.
- 3° Cold bending test.
- 4° Hot bending test.
- 5° Hot forge tests for angles.

1° & 2°. TENSILE AND ELONGATION TESTS. — The test pieces for tensile and elongation tests shall have a finished width of 1 1/4ins with a working length of 8ins. They shall have the following strength and elongation.

	SHELL PLATES		END PLATES		PLATES EXPOSED TO ACTION OF FIRE		Angle Bars
	With fibre	Across fibre	With fibre	Across	With fibre	Across	
Tensile strength tons per sq. in.	21	19	22	21	23	21½	23
Elongation % in 8 ins. . . . .	7	5	12	8	18	12	15

3° COLD BENDING TESTS. — Strips 1 in. in width to be bent over through the angles given in the following table without showing any signs of fracture :

THICKNESS OF PLATE IN 32NDS	SHELL		ENDS		PLATES EXPOSED TO ACTION OF FIRE	
	With fibre	Across	With fibre	Across	With fibre	Across
8-10	70°	45°	110°	90°	130°	110°
10-12	65	40	100	80	120	100
12-15	60	35	90	70	110	90
15-17	55	30	80	60	100	80
17-20	50	25	70	50	90	70
20-23	45	20	60	40	80	60
23-25	40	17	55	30	70	50
25-28	35	15	50	25	60	40
28-30	30	12	45	20	55	30
30-33	25	10	40	15	50	20



**ARTICLE 33**  
**MATERIALS FOR BOILERS**  
**COPPER AND BRASS.**

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4° HOT BENDING TEST. — Strips 1 ins. in width, after being heated to a dull red shall be bent to the angles given herewith, without showing any sign of fracture or crack.

SHELL PLATES		END PLATES		PLATES EXPOSED TO FIRE	
With fibre	Across	With fibre	Across	With fibre	Across
150°	100°	180°	150°	180°	180°

5° FORGE TESTS. — Forge tests for angle bars to be the same as for ships.

**B. — RIVETS AND STAY BARS.**

§ 19. — The tests for iron boiler rivets shall be the same as prescribed for iron ship rivets except that the tensile strength shall be at least 23 tons per square inch with an elongation of 15 %. The same tests shall be applied to stay bars.

**C. — IRON TUBES.**

§ 20. — Iron tubes shall be tested under a hydraulic pressure of 560 lbs per sq. in. The material shall be of the best quality, as to which the Surveyor shall satisfy himself by suitable mechanical tests.

**COPPER AND BRASS.**

**A. — COPPER PLATES.**

§ 21. — The tests shall include :

1. Tensile and Elongation.
2. Cold Bending.
3. Hot Bending Test.
4. Dishing Test.

1° TENSILE TEST. — The Strips for the tensile and elongation test, shall have a finished width of 3/4 inch and a working length of 8 ins.

They must bear a tensile stress with the fibre, of 12 1/2 tons per square inch with an elongation of 22 %. These strips must not be annealed.

2° COLD BENDING TEST. — Strips 6 inches long and from 2 ins to 2 1/2 ins wide cut from the plates must be bent double with an internal radius not exceeding 1 1/2 times the thickness; without showing any sign of cracks.

3° HOT BENDING TEST. — Strips 6 ins long et 2 ins to 2 1/2 ins wide cut from the plates and heated to a dull red shall be bent double with faces touching and without showing any sign of cracking.

4° DISHING TEST. — A piece of plate shall be dished cold in the form of a spherical bowl and must show no sign of strain or cracking.

## B. — COPPER PIPES AND TUBES.

The copper used for making pipes and tubes must be perfectly pure and of the first quality.

The internal and external surfaces must be perfectly smooth without flaws, cracks, imperfect brazing or other defects; and the thickness must be uniform.

The tests shall include :

Tensile and Elongation Test.

Flanging Test.

Reversing Test.

Internal hydraulic pressure.

1° TENSILE TEST. — Test strips cut from a finished tubes and afterwards carefully flattened should bear a stress of 13 tons per square inch, with an elongation of 30 % in four inches. These strips are to be annealed before testing.

2° FLANGING TEST. — The tube shall be flanged outwards to a width equal to  $1/6$  the external diameter of the tube but not to exceed  $1\frac{1}{4}$  inch. This flange shall join the sides of the tube with a radius not greater than the thickness of the metal.

3° REVERSING TEST. — A piece of tube 4 inches long shall be cut of the tube, sawn through lengthwise, and bent back to form a cylinder, the former outer

surface becoming the inner one; after this it must not show any trace of strain or cracking.

4° INTERNAL HYDRAULIC PRESSURE. — All pipes and tubes must be submitted to an internal hydraulic pressure of 430 lbs per sq. in. without showing any sign of leaks or deformation.

## C. — BRASS TUBES.

The internal and external surfaces must be perfectly smooth, without flaws, cracks, imperfect brazing or other defects; and the thickness must be perfectly uniform.

The tests will include :

Flanging Test.

Expanding Test.

Flattening Test.

Internal hydraulic pressure test.

1° FLANGING TEST. — The tube shall be flanged outwards to a width equal to  $1/6$  the external diameter of the tube but not to exceed  $1\frac{1}{4}$  in.

The flange shall join the sides of the tube with a radius not exceeding the thickness of the metal.

2° EXPANDING TEST. — The tube shall be enlarged  $3/8$  inch by means of a drift, without showing any trace of strain or cracking.

3° FLATTENING TEST. — The tube shall be completely flattened.

4° INTERNAL PRESSURE TEST. — All tubes must be submitted for one minute to a pressure of 430 lbs per square inch, without showing any leak or sign of deformation.

NUMBER OF TESTS. — One set of tests shall be made for every 50 tubes.

The tubes used for making test pieces must be annealed for all mechanical tests.

#### IRON CASTINGS.

§ 22. — When iron castings are ordered to Bureau Veritas requirements, the following tests should be applied :

##### A. — CASTINGS FOR CYLINDERS, STEAM CHESTS, CONDENSERS AND BEARINGS.

The series of tests required shall include :

- 1° A tensile test.
- 2° A percussion test.

1° TENSILE TEST. — The test pieces for tension shall be turned to  $5/8$  in. diameter. They must have a minimum strength of 11 tons per sq. inch.

2° PERCUSSION TEST. — Pieces  $1\ 5/8$  in. square, resting in a horizontal position on two knife-edge supports spaced  $6\ 1/4$  inches apart, must be able to stand without any fracture a series of shocks caused by a weight of 27 lbs, falling upon them from a gradually increased height, beginning at 12 inches and ending at 18, the increase between two successive tests being 2 inches.

##### B. — CASTINGS FOR COLUMNS, BED PLATES, ETC.

The series of tests required shall include :

- 1° A tensile test.
- 2° A percussion test.

1° TENSILE TEST. — The test pieces as above must have a minimum strength of  $7\ 1/2$  tons per square inch.

2° PERCUSSION TEST. — The percussion tests to be made as above, and the gradually increased height to begin at 10 inches and to end at 16 inches.

**TABLE OF TESTS FOR STEEL USED IN SHIP CONSTRUCTION.**

	THICKNESS  IN  32nds.	TENSILE STRENGTH  IN TONS  PER SQ. IN.		ELONGATION  PER CENT	COLD BENDING TEST		QUENCHING TEST		REMARKS
		minimum	maximum		ANGLE	INTERNAL RADIUS OF BEND	ANGLE	INTERNAL RADIUS OF BEND	
Plates.	9 & above	27	32	20 in 8 ins.	180°	equal to thickness of sample.	180	1 1/2 times thickness of sample.	
	8			19 »					
	7			18 »					
	6			16 »					
	5			14 »					
	4			12 »					
	3			10 »					
Rolled sections.		27	32	20 in 8 ins	180	1 t.	180	1 1/2 t.	
Rivets.		24	27	25 in 8 ins 20 if under 13/32nds diar.	180	touching.	180	touching.	
Steel forgings.		27	32	26 to 23 in 4 ins	—	—	180	3/4 in.	
Nickel steel forgings.		37	42	20 in 4 ins	—	—	—	—	
Steel castings		28	—	16 in 4 ins	90°	1 1/2 t.	—	—	
		32	—	14 »	90°				
		35	—	12 »	90°				
		38	—	10 »	60°				

**TABLE SHOWING TESTS REQUIRED FOR STEEL IN BOILER CONSTRUCTION.**

		TENSILE	ELONGATION	COLD BENDING TEST		QUENCHING TEST		REMARKS
		strength IN TONS per sq. in.		PER CENT	ANGLE	INTERNAL RADIUS OF BEND	ANGLE	
Plates and Rolled Sections		22	30	180°	Thickness of plate	180°	1 1/2 Thickness of plate	These figures apply to the material before any work is put on it.  It is strongly recommended to use very mild qualities of steel, especially for parts exposed to flame.  The range between the highest and lowest tensile strength in a boiler must not exceed 5 tons per sq. in.
		23	28.5					
		24	27					
		25	25.5					
		26	24					
		27	23					
		28	22					
		29	21					
	30	20						
Stays		22 to 30	In 4 ins. 32 to 25	180°	Thickness of test piece	180	1 1/2 times Thickness of test piece	
Rivets		24 to 27	25	180°	Touching	180°	Touching	
TUBES	Thickness 1/8 in. and above	22 to 25	22 in 8 ins	Following tests to be applied :  1° The end to be expanded cold with a solid drift to an increase of 8 % of the outside diameter for tubes of or over 6/32nds thick, and of 10 % for thinner tubes.  2° A piece 4 ins. long to be cut lengthwise at a reasonable distance from the weld, opened and rolled again in the opposite way to a circle.  3° A piece to be hammered, the weld being in the folded part, until the distance between the sides be equal to the thickness for tubes of or over 6/32nds thick, and until the sides are close for thinner tubes.  4° The end of the tube to be flanged at right angle into a rim of four times the thickness for tubes under 5/32nds thick and of 20/32nds for thicker tubes.  5° Hydraulic test, to 560lbs, and hammering whilst under pressure, to be applied to each tube.				
	Below 1/8 in.	do	20 in 8 ins					



TABLE SHOWING THE TESTS REQUIRED FOR IRON USED IN SHIP CONSTRUCTION.

	THICKNESS  In 32nds	TENSILE STRENGTH		ELONGATION		COLD BENDING TEST		HOT BENDING TEST		REMARKS
		IN TONS per square in.		PER CENT In 8 ins.		RADIUS of Bend = 1 ½ Thickness		RADIUS of Bend = 1 ½ Thickness		
		WITH FIBRE	ACROSS	WITH FIBRE	ACROSS	WITH FIBRE	ACROSS	WITH FIBRE	ACROSS	
Plates and Rolled Sections	Under 8	22	18 ½	4	2	90°	40°	140°	90°	
	8—11			6	3	70	30			
	11—16			7	4	50	20			
	16—21			7	4	35	15			
	21—25			7	4	25	10			
	25—29			7	4	20	7			
	29—31			7	4	15	5			
Rivets	—	19	—	10	—	180°	—	—	—	
Iron forgings	—	22	19	—	—	—	—	—	—	

### TABLE OF TESTS FOR IRON USED IN BOILER CONSTRUCTION.

[illegible]

TABLE OF TESTS FOR COPPER AND BRASS.

	TENSILE STRENGTH IN TONS per Square inch.	ELONGATION % in 8 inches.	COLD BENDING	HOT BENDING	REMARKS
Copper plates.	12 $\frac{1}{2}$	22 in 8 inches.	In form <b>U</b> with parallel sides	Bent double with faces touching	A dishing test shall also be made.
Copper Pipes and Tubes.	13	30 in four inches.	»	»	Flanging, Reversing, and internal hydraulic pressure tests shall also be made. One set of tests to be made for every 50 tubes.
Brass Tubes.	»	»	»	»	The tests shall include: Flanging Test. Expanding Test. Flattening Test. Internal hydraulic pressure test

## SURVEY OF MACHINERY AND BOILERS

## ARTICLE 34.

§ 1. — No class will be granted to vessels propelled by steam, or other mechanical means, unless the main and auxiliary machinery and boilers have been examined and certified, by an Engineer Surveyor of the Bureau Veritas, as satisfying the provisions of the present Article.

No mechanically propelled vessel will be entered in the Register with the Special Survey mark, unless the main and auxiliary machinery and boilers have been constructed under the special inspection of an Engineer Surveyor of the Bureau Veritas.

These provisions also apply to sailing vessels fitted with auxiliary boilers and machinery.

Machinery and boilers on board all vessels classed in the Register of the Bureau Veritas are subject to the periodical surveys specified in Art. 6.

All repairs and alterations to machinery or boilers must be carried out to the approval of the Engineer Surveyor, and reported by him to the Administration.

The Surveyors must be notified whenever the boiler, propeller, or tail-shaft of a vessel are removed; and in all cases when repairs of any importance are being made to the main or auxiliary machinery, or boilers.

When boilers have undergone important repairs, they are to be tested by hydraulic pressure to one and a half times the working pressure.

**ENGINES AND BOILERS BUILT UNDER  
SPECIAL SURVEY.**

§ 2. — To obtain the Special Survey of machinery and boilers, during construction, application should be made in writing to the Surveyor.

Plans of the boilers must be submitted in good time giving the working pressure, the heating and grate

surface, the volumes of steam and water spaces, and the minimum tensile strength of the materials employed for the various parts.

In addition, drawings of the safety valves are to be submitted.

All these plans must supply the data required for the calculation of the formulæ given in the present Article.

The Administration will return approved sunprints of the various plans submitted, on which will be marked such additions or alterations as may be deemed necessary.

All alterations to plans, officially approved, must receive the sanction of the Administration.

Duplicates of all orders for materials to be tested should be sent to the Surveyor of the district in which the machinery is being constructed.

The inspection of the Surveyor should continue during the whole period of construction, and should be made at different stages in the progress of the work.

In the course of these surveys the Surveyor must satisfy himself of the conformity of the work with the approved plans; as well as to the quality of the materials and workmanship; and that the requirements of the Rules have been observed.

Before any material is put into the work, the Sur-

veyor must verify the marks stamped by the Surveyor who passed it.

He may have any piece re-tested that he considers of doubtful quality, and may condemn any piece which he may find defective.

In examining the arrangement of details, in verifying the diameters of shafts, the thickness of shell and furnace plating, the riveting, staying, etc., and the allowed working pressure, the Surveyor will be guided by the following general instructions.

The engines and boilers must be fitted on board to his satisfaction, and particular attention paid to the fitting of the sea connections, and to the arrangement of all valves, cocks, and piping.

The cylinders of reciprocating engines, and the cast iron casings of steam turbines, are to be tested, in the presence, and to the satisfaction of the Surveyor, by hydraulic pressure, the amount of which, for cylinders, is to be calculated by the following rule — P being the working pressure in the boiler.

#### Double Expansion Engines.

H.P. Cylinder — Test pressure =  $P + 85$  lbs per sq. in.  
 L.P.    »    —    »        »        »        »        »        »

#### Triple Expansion Engines.

H.P. Cylinder — Test pressure =  $P + 85$  lbs per sq. in.  
 I.P.    »    —    »        »        »        »        »        »  
 L.P.    »    —    »        »        »        »        »        »



**Quadruple Expansion Engines.**

P.P. Cylinder	—	Test pressure	=	$P + 85$	lbs per sq. in.			
I.P. <sub>1</sub>	»	—	»	=	$P$	»	»	»
I.P. <sub>2</sub>	»	—	»	=	$0.5 P$	»	»	»
L.P.	»	—	»	=	$4\frac{1}{2}$	»	»	»

Condensers when finished to be tested, in the presence and to the satisfaction of the Surveyor, under a hydraulic pressure of 30 lbs per square inch.

For the cast iron casings of steam turbines, the hydraulic test pressure is to be calculated by the following rule —  $P$  being the working pressure in the boiler.

H.P. Turbine — Test pressure =  $P + 0.33 P$  lbs per sq. in.

L.P. Turbine (admission end)

Test pressure . . . . . =  $0.33 P$  » » »

L.P. Turbine (Exhaust end)

Test pressure . . . . . =  $30$  » » »

Astern Turbine — Test pressure =  $P$  » » »

These test to be made after the cylinders and turbine casings are machined.

In turbine casings they are to be made before the internal fittings are in place.

The Surveyor is to see that the boilers are so placed in the vessel that all manholes, sight-holes &c., are accessible for examination.

When the boilers are finished they are to be tested, at the works, in the presence and to the satisfaction of the Surveyor, under a hydraulic pressure equal to twice the working pressure.

Main steam pipes are to be tested to twice the boiler

pressure, and other steam pipes to twice the pressure in the spaces from which steam passes into them. The surveyor is to ascertain that pipes are so fitted as to provide for easy contraction and expansion.

But in countries where special regulations for the testing of boilers, cylinders, and condensers, are fixed by law, the Surveyors are authorised to conform to these requirements.

The Surveyor will inform the interested parties of any faults or defects he may observe during his inspection, and will indicate the necessary alterations without involving the responsibility of the Administration.

If the Surveyor's requirements be not complied with, the Administration reserves the right to refuse the classification of the vessel, or to grant her a lower class than that originally intimated.

The Surveyors shall be present at the trial of the vessel at sea after her completion; and report upon the efficient working of all machinery, pumps, steering gears, windlass, ground tackle &c.

When the machinery and boilers have been built under survey, the Surveyor will deliver a certificate to this effect and the machinery will be inscribed in the Register with the mark ✠.

All alterations and rearrangements of engines and boilers, also partial renewals in classed vessels must be made under Survey.

#### **SURVEY OF MACHINERY ALREADY BUILT.**

§ 3. — When application is made for the classification of steamers which have not been built under special survey, plans and specifications of the machinery and boilers should, when obtainable, be submitted by the Surveyor for the approval of the Administration.

If the machinery be in course of construction when application for classification is made, the Surveyor shall supervise the work until its completion, applying thereto the provisions of § 2 of the present Article.

If machinery and boilers are already constructed, they must undergo the complete survey and tests specified in § 5 of this Article.

The Surveyor will report to the Administration, as fully as possible, on the workmanship, condition, and working, of the main and auxiliary machinery, and boilers.

The Administration may require that this survey be made by two Surveyors of the Bureau Veritas.

By authority of the Administration, the Surveyor will deliver to the interested parties, the classification

certificate of the machinery and boilers, and the classification will be published in the Register and Supplements.

#### **MAINTENANCE OF CLASS. ANNUAL AND PERIODICAL SURVEYS. ANNUAL SURVEYS.**

§ 4. — Machinery and boilers should be surveyed every year, or as near that time as possible. The Surveyor will examine them generally, and may require such opening up of engines and boilers, and if necessary, such drilling of plates, as will satisfy him that they are in a good state of preservation and repair.

The Surveyor should be notified of all opening up, whether complete or partial.

Auxiliary machinery and boilers fitted on board sailing vessels, should also be Surveyed every year or as near that time as possible.

On the completion of the annual Survey the Surveyor will forward a detailed report to the Administration.

The annual Survey will be recorded on the classification certificate and published in the Register and Supplements.

#### **PERIODICAL SURVEYS.**

§ 5. — In order to be maintained in the class assigned, the machinery and boilers of vessels must undergo a complete Survey at the periods prescribed by Art. 1, § 5.

## ARTICLE 34

### SURVEY OF MACHINERY AND BOILERS.

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The Surveyor must examine the following parts in order to ascertain that they are in good working order: the cylinders, pistons, and valves; the condenser, the air, circulating, bilge, and feed pumps; the main bearings, crank pins, tunnel shafting, propeller shaft, propeller fixing, and the stern bushes. When the vessel is in dry dock, all the sea connections are also to be carefully examined.

The propeller shaft is to be examined every two years; but due consideration will be given to exceptional cases if specially requested by owners.

The Surveyor will examine the general arrangement of the valves, cocks, and piping, and satisfy himself that the requirements of the Rules are carried out, and especially that the donkey steam pump can efficiently pump from the bottom of all compartments (see Art. 23, §§ 8 and 10, and Art. 34, § 10). The prescription of § 10 hereafter, with regard to the possibility of running sea water into the vessel, accidentally, or otherwise, be not overlooked, viz: That when there is a bilge suction valve connected with the circulating pump, it be fitted as non-return valve.

Boilers and superheaters are to be carefully examined inside and out, and the Surveyor must see that the load on the safety valves is in accordance with the

thickness of the plating, the system of riveting and the general condition of the boilers.

The Surveyor will attend to the machinery under steam.

Boilers must undergo a hydraulic test, equal to one and a half times the working pressure, every four years until twelve years old; after which they must be surveyed in accordance with this article, and tested as above, every two years.

The same test is to be applied whenever boilers or superheaters have undergone important repairs.

All parts of machinery and boilers, funnels &c., worn out to less than 75 % of their original thickness or sectional area, must be taken out and renewed: but this does not apply to shafts, which are to be renewed whenever the Surveyor considers it necessary.

On the completion of the periodical surveys the Surveyor will forward a detailed report to the Administration.

These surveys will be recorded on the certificate, and published in the Register and Supplements.

The survey may be held before the periods prescribed above.

**DAMAGE SURVEY**

§ 6. — A survey is to be held in all cases of accident to the engines or boilers of steam vessels classed in the Register.

The master must notify the Surveyor in case of damage; when this is not attended to, the class is liable to be withdrawn.

The Surveyor will examine all damaged or defective parts and fittings and will intimate to the interested parties what repairs are necessary in the interest of safety and for the maintenance of the class.

The Surveyor should be called to survey the repairs. He must in all cases examine the work when completed and forward a report thereon to the Administration.

## CONSTRUCTION AND ARRANGEMENT OF ENGINES AND BOILERS

## ENGINES.

## SHAFTS FOR SCREW STEAMERS.

## A. CRANK SHAFTS.

§ 7. When the crank of a screw engine is not overhung, the diameter of the shaft shall be determined by one of the following formulæ :

For non-compound condensing engines :

$$d = \sqrt[3]{\frac{n P L D^2}{C}} \quad \dots \quad (A)$$

For double, triple and quadruple expansion engines :

$$d = \sqrt[3]{\frac{P L (n_1 D_1^2 + 0.1 n D^2)}{C}} \quad \dots \quad (B)$$

For shafts having a single overhung crank, the form under the radical sign is to be multiplied by

$$s + \sqrt{s^2 + 1}$$

For two cylinder single crank tandem engines the formula will therefore be :

$$d = \sqrt[3]{\frac{P L (D_1^2 + 0.1 D^2) (s + \sqrt{s^2 + 1})}{C}} \quad (C)$$

In those formulæ :

$d$  = diameter of the after shaft bearing in inches.

$n_1$  = number of high pressure cylinders.

$D_1$  = diameter of each high pressure cylinder, in inches. — If there are several high pressure cylinders the diameters of which are not the same,  $n_1 D_1^2$  represents the sum of the squares of their respective diameters.

$n$  = number of low pressure cylinders.

$D$  = diameter of each low pressure cylinder in inches. If there are several low pressure cylinders the diameters of which are not the same,  $n D^2$  represents the sum of the squares of their respective diameters.

*N. B.* For triple or quadruple expansion engines the intermediate cylinders do not come into account in the formulæ.

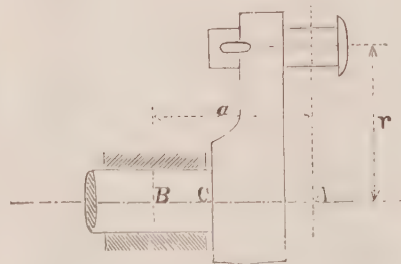
$L$  = length of stroke, in inches, common to all pistons.

$P$  = boiler pressure above atmosphere, in pounds per square inch.

$s = \frac{a}{r}$  (see below). In order to determine  $a$ ,  $B$  is supposed

to be situated halfway the length of the bearing, unless the latter be longer than  $1 \frac{1}{2}$  times the diameter; in this case  $B C$  may be considered as being equal to  $\frac{3}{4}$  of the diameter.

$C$  = a constant, the values of which are given below for certain cases.





If it is above 15 ins it should be increased by an amount to be determined by the Administration; for built-up shafts, however, this latter increase will not be required.

For hollow shafts, the diameter must be increased by 1 % if the diameter of the hole is 0.4 of the outside diameter;

2 »	»	»	0.5	»
5 »	»	»	0.6	»
10 »	»	»	0.7	»

If the hole is under 0.4 of the outside diameter, no increase will be required.

The Administration may allow a reduction on the diameter in certain special cases, for instance in well balanced engines with light moving parts or for very superior workmanship, &c. On the other hand, the Administration may require an augmentation for engines which differ much from the average proportions found in practice, thus for instance for engines having a comparatively small stroke; for compound engines, the low pressure cylinder of which has a very large size, compared with the high pressure cylinder, &c.

VALUES OF C IN FORMULÆ (A), (B), (C).

**I. — Non-Compound condensing Engines with 2 cylinders and 2 cranks.**

Formula (A) where  $n=1$  and  $C=6230$  when the angle

between the cranks is  $90^\circ$ . When it is not  $90^\circ$ , the constants are to be multiplied by the following coefficients :

For $100^\circ$	0.91
$120^\circ$	0.79
$140^\circ$	0.72
$160^\circ$ — $180^\circ$	0.70

**II. — Double expansion Engines (ordinary Compound).**

1° Two crank two cylinder intermediate receiver engines.

Formula (B) where  $n_1=n=1$

$C=3400$  when the angle between the cranks is  $90^\circ$ .

For other angles the constant is to be multiplied by the coefficients given in case I.

2° Two crank double tandem engines (2 high and 2 low pressure cylinders).

Formula (B) where  $n_1=n=2$

$C=3500$  when the angle between the cranks is  $90^\circ$ .

For other angles the constant is to be multiplied by the coefficients given in case I.

3° Three crank triple tandem engines (3 high and 3 low pressure cylinders).

Formula (B) where  $n_1 = n = 3$

$C = 3800$  when the cranks are at  $120^\circ$ .

4° Single crank tandem engines (1 high and 1 low pressure cylinder).

When the crank is *not* overhung:

Formula (B) where  $n_1 = n = 1$

$C = 2100$

When the crank *is* overhung:

Formula (C) where

$C = 3200$

These two values suppose a cut-off at 0.8 of the stroke in the high pressure cylinder. For later cut-offs the constant is to be increased.

5° Three crank three cylinder engines (1 high, 2 low pressure cylinders).

Formula (B) where  $n_1 = 1, n = 2$

$C = 3600$  when the cranks are at  $120^\circ$ .

### III. — Triple Expansion Engines

1° Three crank three cylinder engines (1 high, 1 intermediate, and 1 low pressure cylinder.)

Formula (B), where  $n_1 = 1, n = 1$

$C = 3900$  when the cranks are at  $120^\circ$ .

2° Two crank three cylinder engines (two of the cylinders placed tandem-wise).

Formula (B), where  $n_1 = n = 1$

$C = 3000$  when the cranks are at right angles.

3° Two crank four cylinder engines (two tandem engines, viz. two high pressure cylinders on the top of the intermediate and low pressure cylinders).

Formula (B), where  $n_1 = 2, n = 1$

$C = 3300$  when the cranks are at right angles.

### IV. — Other cases.

For quadruple expansion engines, as well as for other cases not included in the foregoing, the constant will be determined by the Administration.

N. B. For quadruple expansion double tandem engines, with two cranks at  $90^\circ$ , the value of  $C$  may be provisionally taken as 3100.

In the case of 4 cranks at right angles, the value of  $C$  may be taken at 4000

If the sequence of cylinders and the angles of the cranks are chosen so as to reduce the maximum torsional moment, the above value may be increased, but in no case shall exceed 4100. Each particular case to be submitted for approval.

**B. PROPELLER, TUNNEL AND THRUST SHAFTS.**

The diameter of propeller shaft must be  $(1.7 \frac{D}{d} - 15)$  per cent in excess of the diameter of the crank shaft calculated from one of the formulæ (A), (B) or (C); D being the diameter of the propeller in inches and  $d$  the diameter of crank shaft in inches. It is recommended to fit the propeller shaft in such a way that it cannot move endways, if for some reason or other it has been uncoupled from the rest of the shafting. Liners fitted on propellershafts to be tapered off at ends.

For tunnel shafts a reduction of 6 % on the diameter of the crank shaft will be allowed.

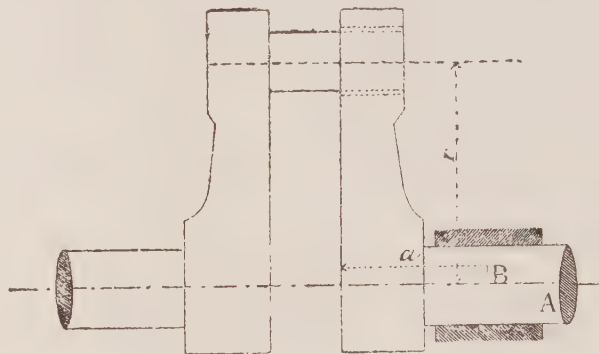
The diameter of thrust shaft at the bottom of the collars, both between and immediately beyond these latter, to be equal to that of the crank shaft, and tapered off at each end to the smaller diameter of the body of the shaft. The thrust of the screw propeller must be taken up by an efficient thrust block so as to prevent any fore and aft strain on the crank shaft.

**SHAFTS FOR PADDLE ENGINES.**

§ 8. — In side wheel steamers having double, triple or quadruple expansion engines, with an intermediate shaft each end of which carries an overhung crank pin, fitting loosely into an eye of the paddle shaft crank, the bearing

of the latter (see A of the following sketch) must have its diameter calculated from the formula :

$$d = \sqrt[3]{\frac{P L (n_1 D_1^2 + 0.1 n D^2)}{C} (s + \sqrt{s^2 + 1})} \quad (D)$$



where the letters have the same meaning as before (§ 7), except that  $a$ , for determining  $s = \frac{a}{r}$ , is to be measured as shown in the above sketch, the point B being the middle of the bearing.

For two cylinder Compound receiver engines with two cranks at 90°.

$C = 13000$  for navigation in smooth water.

$= 7100$  for coasting vessels.

$= 5700$  for sea-going vessels.

For triple expansion engines with three cylinders and three cranks at 120°.

## ARTICLE 34

### SHAFTS FOR TURBINE ENGINES

- C = 14900 for navigation in smooth water.  
= 8150 for coasting vessels.  
= 6540 for sea-going vessels.

The diameter of the outer bearing of the paddle shaft and of the intermediate shaft to be submitted to the Administration or the Surveyors for approval. The same applies to other cases not dealt with in this paragraph.

#### SHAFTS FOR TURBINE ENGINES.

§ 9. — In turbine engines, where I. H. P is the estimated power transmitted by each shaft,

$d$  = diameter of tunnel shafting } in  
 $d_1$  = diameter of propeller shaft } inches  
 $D$  = diameter of propeller  
 $R$  = number of revolutions per minute,  
 $d$  and  $d_1$  should be given by the following formulæ:

$$d = \sqrt[3]{\frac{70 \times \text{I. H. P}}{R}}$$
$$d_1 = d + \frac{D}{160}$$

and rotor shaft is to have a diameter at the smallest part at least 5 % greater than tunnel shafting.

#### GENERAL ARRANGEMENT.

§ 10. — ENGINE AND BOILER ROOMS. — The space in the engine and boiler rooms must be of such dimensions that the working and keeping in order of the machinery may be easily carried out.

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So far as possible, means should be provided above the cylinders and in the tunnel, to facilitate the opening up of the cylinders and line shafting.

The prescriptions of Art. 22, § 5 for the ventilation of various parts of the vessel, apply specially to the engine and boiler rooms.

The machinery must be so fixed that no displacement is produced by the movements of the vessel.

The working parts of the machinery must be guarded by plates or rails. Hand-rails must be fixed to the sides of the engine room and tunnel. In the latter the water-service pipe may be used as a hand-rail.

TURNING GEAR. — All reciprocating engines indicating more than 500 horse power, must be provided with turning gear.

STARTING GEAR. — Reciprocating engines indicating more than 500 horse power should be fitted with steam reversing gear.

CONDENSERS. — Condensers are to be of strong construction, and fitted with manholes and handholes for easy examination and cleaning.

#### PIPES, COCKS AND VALVES.

Valve chests, cocks, and pipe connections must in all cases (excepting ash cocks, and cocks for

water to bearings) be so arranged, that water from the sea cannot accidentally be run into the ship.

All discharge valves must be fitted directly on the skin of the vessel, and be accessible from the engine room at all times; they should be placed above the deep load water line if possible, and be capable of being closed in harbour.

It is strongly recommended not to carry the pipes of the pumps through the coal bunkers, without their being efficiently protected. They should be easily accessible.

Bilge pumps and donkey engines to be capable of pumping direct from every compartment of the vessel, excepting fore and after peaks (See Art. 23<sup>A</sup>).

If there is no well in holds with a double bottom, the pumps must have a suction pipe in both wing gutters.

Besides the suctions leading to the common valve box, another pipe leading direct from the engine pumps to the bilges of the engine room will be required.

When the circulating pump is connected to a bilge suction, every care must be taken against the possibility of sea water running into the vessel accidentally. For that purpose, the suction pipe may be fitted with a three way cock or with a non-return valve, provision being made in the latter case for screwing it down on its seat.

— The said cocks or valves to be efficiently protected

against the intrusion of any solid body that might prevent their being tightly shut.

A firehose must be provided capable of discharging water on every part of the ship.

In vessels built for France, the piping is to be painted with the following conventional colours.

Steampipes : Red.

Exhaust pipes, and steam pipes of condensers and evaporators : Red and white in alternate bands 20 inches long.

Fire and wash deck pipes, and sea suction pipes : Black.

Sea discharge pipes : Black and white in alternate bands 20 inches long.

Bilge pipes	{	Suction : Light maroon.
		Discharge : Light maroon and white in alternate bands 20 inches long.

Fresh water suction pipes : Blue.

Fresh water discharge pipes : Blue and white in alternate bands 20 inches long.

Boiler blow-off pipes : Dark green.

Supply pipes for hydraulic machines : Violet.

Discharge pipes from hydraulic machines : Violet and white in alternate bands 20 inches long.



## ARTICLE 34

### RULES FOR BOILER SHELLS.

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## BOILERS.

### RULES FOR WORKING PRESSURE OR THICKNESS OF PLATES AND FOR SIZES OF STAYS (\*).

**N.B.** — When a boiler design is submitted to the Administration for approval, it must state the lowest tensile strength of the steel for the various parts, as on it the calculations affecting these must be based. The shearing strength of the rivets must also be stated thereon. If builders have not stated the tensile strength of plates and shearing strength of rivets on submitted plans of steel boilers, it will be understood that the minimum tensile strength of all plates (including furnace), and stays will be 26 tons and that steel rivets, fulfilling the requirements as specified in article 33, will be used.

In every case, a copy of the specification of the material, with the name of the makers, must also be supplied to the Surveyor through whom the plans are submitted for approval.

#### CIRCULAR SHELLS AND STEAMHOLDERS WITH INTERNAL PRESSURE.

§ 11. — A riveted joint may fail through the tearing of the plate or buttstrap between the rivets, the shearing of all the rivets, or by a combination of the two. The following formulæ apply to these several cases. The plate thickness and the diameter of rivets to be applied to have the highest values which each formula would give separately.

#### I. — RUPTURE THROUGH PLATE.

The formulæ for working pressure and plate thickness are in this case :

(\*) **N.B.** — If a boiler is intended for a vessel belonging to a country where the law prescribes heavier scantlings than those required by the following paragraphs, the builders have of course to comply with the legal requirements.

$$\left. \begin{aligned} P &= \frac{\alpha 2R (t - 0.04)}{D} \\ t &= \frac{P D}{\alpha 2R} + 0.04 \text{ inch} \end{aligned} \right\} \text{ (I)}$$

where :

**P** = Allowed working pressure, above atmosphere, in pounds per square inch.

**D** = Greatest inside diameter of boiler shell, or steamholder, in inches.

**t** = Thickness of shell plates in inches.

**t - 0.04 inch** represents the thickness left after a reduction of 0.04 inch through corrosion.

**R** = The tensile stress, in pounds per square inch, which will be allowed in the plate. The value of **R** will be the breaking strength divided by 4 the latter figure representing the factor of safety for the plate after it has been corroded away by 0.04 inch.

If the actual breaking strength happens to be known by tests carried out to the Administration's satisfaction, it may be applied for finding **R**; but when, as usually, it is not known, the value of **R** will be :

For *Steel* : the 4th part of the lower limit of tensile strength chosen by the designer (see Art. 33 § 15, etc.) which in such a case is to be stated when a boiler design is submitted for approval.

For *Iron* : 11200 lbs per square inch, corresponding with a tensile strength of about 20 tons. A table annexed shows the values of 2 **R** for various tensile strengths.

**α** = Ratio of the resistance of the plate left between the holes, to that of the full plates. It will be determined from the following expression :

$$\alpha = \frac{p - d}{p}$$

where :

**p** = Pitch of rivets in outer row, in inches (See fig. 1 and 2, page 113).

$d$  = Diameter of rivet holes, in inches, either the real diameter or  $a$  corrected one, according to the following clauses :

1° When the rivet holes are drilled, or when, having been punched, they are afterwards drilled or rimmed out so that the injured metal around is completely removed, the real diameter may be taken.

2° When the holes are simply punched they will be considered as being  $\frac{1}{4}$  inch larger in diameter than as punched.

TABLE SHOWING THE VALUES OF  $2 R$ ,  
IN FORMULÆ (I) AND (IV), FOR VARIOUS TENSILE STRENGTHS  
OF THE MATERIAL.

TENSILE STRENGTH OF PLATES IN TONS PER SQ. IN.	VALUE OF $2 R$ .	TENSILE STRENGTH OF PLATES IN TONS PER SQ. IN.	VALUE OF $2 R$ .
32	35800	24 $\frac{1}{2}$	27400
31	34700	24	26900
30	33600	23 $\frac{1}{2}$	26300
29	32500	23	25800
28	31400	22 $\frac{1}{2}$	25200
27	30200	22	24600
26 $\frac{1}{2}$	29700	21 $\frac{1}{2}$	24100
26	29100	21	23500
25 $\frac{1}{2}$	28600	20 $\frac{1}{2}$	22900
25	28000	20	22400

## II. — RUPTURE THROUGH RIVETS.

In this case the following are the formulæ for finding the allowed working pressure or required rivet section :

$$\left. \begin{aligned} P &= \frac{2 A S}{D l} \dots \dots \dots \\ \text{and } A &= \frac{P D l}{2 S} \dots \dots \dots \end{aligned} \right\} \text{(II)}$$

where  $P$  and  $D$  have the same meaning as before, and

$l$  = the length, in inches, of the identical parts into which a riveted joint can be sub-divided. In most cases  $l$  is the pitch of the rivets in the outer rows (Fig. 1 and 2). In general it depends upon the system of joint adopted.

$S$  = The maximum shearing stress, in pounds per square inch which will be allowed on the rivets. It will be the 4th part of the actual shearing resistance of the material which should always be ascertained by tests, when possible. If the actual shearing resistance of the rivet bars is not known, it will be assumed to amount to 0.8 of their tensile strength, and the value of  $S$  will be one 5th part of the lower tensile limit adopted by the designer in accordance with Art. 33 § 15, etc. The upper tensile limit should not exceed 27 tons per sq. in.

$A$  = The total shearing surface, in square inches, of the rivets (that is twice the area of the rivet hole when a rivet is in double shear), with or without corrections according to the following rules :

1° The total area of the rivet hole, without any reduction, may be brought into account when the rivet holes are drilled in place after the plates are bent and the longitudinal and circumferential seams at least double riveted, the former by machine.

This clause also applies to the case where the holes, having been punched, are afterwards drilled out in place so as to correspond perfectly with each other.

2°  $\frac{15}{16}$ ths of the full area are to be taken when the joint is made as in the preceding case with the exception that the riveting is done by hand.

3°  $\frac{7}{8}$ ths of the full area are to be applied when the rivet holes are punched after the plates are bent and the longitudinal seams at least double riveted.

## III. — COMBINED RUPTURE THROUGH PLATE AND RIVETS.

This case is only to be examined when the outer row has a wider pitch than the inner ones.

The formula to be applied in this case is :

$$P = \frac{2 (B \times R + C \times S)}{D \times l} \dots \dots \dots \text{(III)}$$

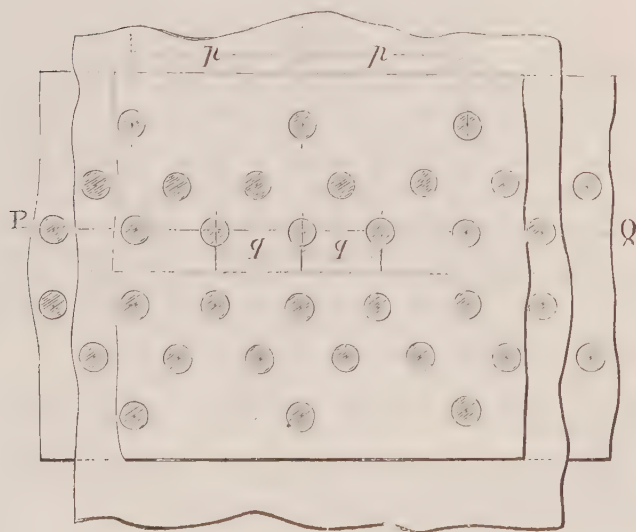
where P, R, S, D and  $l$  have the same meaning as before (See fig. 1 and 2);

B = The sectional area, in square inches, of the plate on the portion  $l$  of the joint along the line of its supposed rupture, assuming that in case the plate is liable to corrosion its thickness has been reduced by 0.04 inch. The area of the plate is to be corrected as per Case I, No 2, when the rivet holes are simply punched.

C = The total area of the rivets which are supposed to shear on the length  $l$ , corrected, if required, in the same way as prescribed in Case II, Nos 2 and 3.

For a rivet in double shear the resistance will be considered as being twice that of one in single shear.

Fig. 1



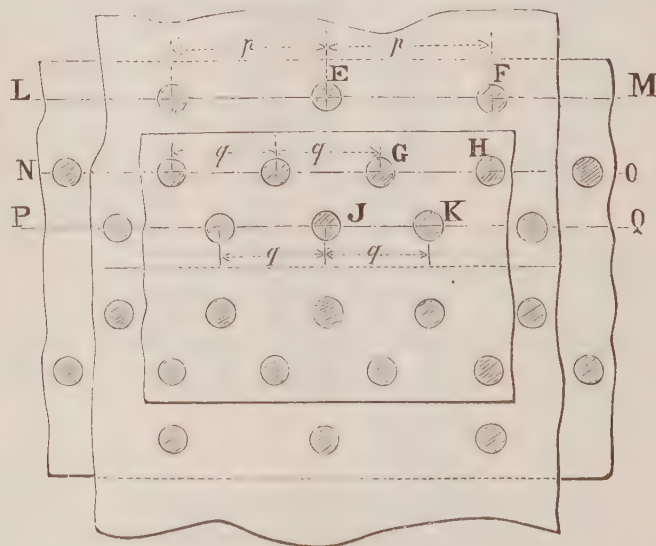
#### IV. — RUPTURE THROUGH BUTTSTRAPS.

Rupture may take place along one of the inner rows of rivets (see P Q., Figs. 1 and 2). The formulæ for this case, based on the same principle as (I), are :

$$\left. \begin{aligned} P &= \frac{\alpha 2 R (t - 0.04)}{D} \dots \dots \dots \\ \text{and } t &= \frac{P \times D}{\alpha 2 R} + 0.04 \text{ inch} \dots \dots \end{aligned} \right\} \text{(IV)}$$

where P, D and R have the same meaning as before

Fig. 2



$t$  = Thickness, in inches, of butt strap, or sum of thicknesses if there are two straps. (The thickness of course not to be less than required for caulking).

$$\alpha = \frac{q-d}{q} \text{ where :}$$

$q$  = Pitch of rivets in the inner row, in inches.

$d$  = Diameter in inches of the rivet holes in the inner row, increased by  $\frac{1}{4}$ th of an inch if the holes are simply punched.

#### V.—COMBINED RUPTURE THROUGH BUTTSTRAPS AND RIVETS

Formula (III) applies to this case, B being the section of the buttstrap or straps along which rupture would take place.

Corrections as for Case III, Nos 2 and 3.

#### REMARKS.

No rivet holes to be nearer the edge of any plate than the diameter of the rivet.

In zigzag riveting the distance between the rows is to be such that no rupture through plate or buttstrap is to be feared along the zigzag line.

When stays are bolted through the shell, they should be so arranged that they do not weaken the shell plates more than the riveted joints. If the resistance at the stay bolts is the smaller of the two, the thickness of the plate shall be determined by it. It will be found from a formula the same as (I),  $p$  and  $d$  applying to the stay bolts.

EXAMPLE, SHOWING THE APPLICATION OF THE ABOVE RULES TO THE JOINT SHOWN IN FIG. 2 (page 113).

I. — The value of  $p-d$  is the clear distance between the rivet holes E and F.

If the holes are punched,  $p - (\text{dia. hole E} + \frac{1}{4} \text{ inch})$  is to be considered as the equivalent length.

II. — The length  $l$  is equal to  $p$ . The rivets which would be sheared on this length would be :

in single shear : one half of rivet E, one half of rivet F, total *one* rivet E.

in double shear : one half of rivets H and J, the whole of G and K. Total 3 rivets, each counting double.

Consequently :

$A$  = area of *one* hole E  $+ 6 \times$  area of *one* hole G.  $A$  is to be multiplied by  $\frac{15}{16}$  or  $\frac{7}{8}$ , in accordance with Case II, 2° and 3°, if the conditions mentioned therein take place.

III. — Rupture of plate along the line NO and shearing of the rivets in the outer row.

No corrosion is likely to take place in the interior of the joint. Consequently, in formula (III).

$B = (p - 1\frac{1}{2} \times \text{dia. of rivet hole G}) \times \text{plate thickness}$ ; the diameter of the rivet hole G being increased by  $\frac{1}{4}$  " if the holes are punched.



## ARTICLE 34

### RULES FOR BOILER SHELLS

— 124 —

The shearing surface of the rivets is one half of E and one half of F. Therefore

$C = \text{area of one rivet hole E, to be multiplied by } \frac{15}{16} \text{ or } \frac{7}{8}$   
if required according to clauses Nos 2 and 3, Case II.

#### IV. — Rupture of buttstraps through P Q.

The area which resists rupture is, on the length  $q$  :

$(q - \text{dia. of hole J}) \times \text{sum of thicknesses of straps, the diameter of J to be increased by } \frac{1}{4} \text{th inch if the holes are simply punched.}$

#### V. — Rupture of buttstrap through LM.

In this case the rivets in the rows NO and PQ must shear (double shear), and we have in formula (IV) :

$B = (p - \text{dia. of hole E}) \times \text{thickness of wide strap.}$

The diameter E being increased by  $\frac{1}{4}$  inch if the holes are simply punched.

$C = 3 \times \text{area of hole G} + 3 \times \text{area of hole K.}$

Which value has to be multiplied by  $\frac{7}{8}$  or  $\frac{151}{6}$  if the case II, Nos 2 and 3 occur.

#### SHELLS OF SUPERHEATERS.

The same mode of determining the working pressure or the thickness of shell plates will be followed for circular cylindrical superheaters, and the same formulæ may be used, but with the following alterations :

1° When the plates are exposed to the direct action of the products of combustion, the values of R and S as given for Cases I and II will have to be multiplied by

0.8 and the addition to the thickness of plates on account of corrosion will be increased from 0.04 to  $\frac{3}{16}$ ths of an inch to compensate for the corrosive action of the gases.

Formulae (I) become therefore :

$$P = \frac{\alpha \times 1.6 R (t - \frac{3}{16})}{D}$$

$$\text{and } t = \frac{P D}{\alpha \times 1.6 R} + \frac{3}{16} \text{ in.}$$

2° When the plates are protected from the direct action of the products of combustion, R and S will be multiplied by 0.9 and the additional thickness for burning away will be  $\frac{1}{8}$  inch.

Formulae (I) become in this case :

$$P = \frac{\alpha \times 1.8 R (t - \frac{1}{8})}{D}$$

$$\text{and } t = \frac{P D}{\alpha \times 1.8 R} + \frac{1}{8} \text{ in.}$$

#### FLAT PLATES.

§ 12. — The allowed working pressure or the thickness of flat plates is to be determined by the following formulæ :

$$P = \frac{(t - 1)^2}{a^2 + b^2} \times \frac{T}{C}$$

$$\text{and } t = 1 + \sqrt{\frac{P C}{(a^2 + b^2) T}}$$



where :

$P$  = Allowed working pressure above atmosphere, in pounds per square inch.

$t$  = Thickness of plate in sixteenths of an inch.

$a$  = Pitch of stays, in inches, in one row.

$b$  = Distance, in inches, between two rows of stays.

*Note.* — When plates are effectively stiffened by doubling plates well-riveted thereto, and having a thickness  $t$  in sixteenths; the value  $(t + \frac{1}{2} t)$  may be substituted for  $t$  in the formulæ.



In case of irregular staying, such as in the annexed sketch,

$$\frac{1}{4} (p_1 + p_2)^2$$

shall be taken instead of

$$(a^2 + b^2)$$

$T$  = Tensile strength of the material in tons per square inch of the original section.

It is to be determined in the same way as for shell plates, that is :

For *Steel* it will be equal to the lower limit of the tensile stress, which is to be stated on the drawing ;

For *Iron*, 21 tons per square inch.

$C$  = a constant, the value of which depends upon the mode of staying as follows :

$C = 0.084$  when plates are supported by stays screwed through them and riveted over.

$C = 0.065$  when plates are supported by stays screwed through them and fitted with outside nuts.

$C = 0.062$  when there are nuts on both sides of plate & the outer nut has under it a washer whose diameter is not less than 0.4 of the distance between rows of stays with thickness not less than  $\frac{2}{3}$  that of the plate.

$C = 0.055$  when the outside washers as above have a diameter at least 0.6 of the distance between rows of stays with a thickness not less than  $\frac{3}{4}$  that of plate, the washers being well riveted to the plate.

$C = 0.050$  when outside washers are replaced by continuous strips of plate having a width of at least 0.6 of the distance between the rows of stays, with a thickness not less than  $\frac{3}{4}$  that of the plate; the strips being well riveted to the plate.

For the values of  $\frac{T}{C}$ , see following Table.

When the plates are in contact with steam on one side and flame or hot gases on the other, the thickness is to be increased. For instance, when in return tube boilers, the top front plates are in no way protected from the hot gases, the working pressure or thickness will, in such a case, be determined by the formulæ :

$$P = \frac{(t - 2)^2}{a^2 + b^2} \times 0.9 \frac{T}{C}$$

$$\text{and } t = 2 + \sqrt{\frac{(a^2 + b^2) P C}{0.9 T}}$$

When the said front plates are protected by a flame plate, no increase of thickness will be required.

When front plates are in two pieces, the lap should be double rivetted if the thicker plate is  $\frac{1}{2}$  in. or above.

VALUES OF  $\frac{T}{C}$  IN THE FORMULA FOR FLAT PLATES.

TENSILE STRENGTH OF PLATE IN TONS PER SQUARE INCH	C = 0.084	C = 0.065	C = 0.062	C = 0.055	C = 0.050
20	$\frac{T}{C}=238.0$	$\frac{T}{C}=307.6$	$\frac{T}{C}=322.6$	$\frac{T}{C}=363.6$	$\frac{T}{C}=400$
21	250.0	323.0	338.6	381.8	420
22	262.0	338.4	354.8	400.0	440
23	273.8	353.8	371.0	418.0	460
24	285.8	369.2	387.0	436.2	480
25	297.6	384.6	403.2	454.4	500
26	309.6	400.0	419.4	472.6	520
27	321.4	415.3	435.4	490.8	540
28	335.4	430.7	451.6	509.0	560
29	345.2	446.1	467.8	527.2	580
30	357.2	461.5	483.8	545.4	600

## STAYS.

§ 13. The diameter of stays supporting flat surfaces is to be determined by the following formula :

$$d = \frac{1}{8} \text{ inch} + \sqrt{\frac{Q}{300 T}}$$

where :

$d$  = Effective diameter in inches (for instance the diameter at bottom of thread in screw stays).

$Q$  = Total load on stay in pounds.

$T$  = Tensile strength of the material, in tons per square inch.

For steel this tensile strength will be the lower limit chosen by the boiler designer, in accordance with Art. 33 § 15; for iron it will be taken at 22 tons. — In both cases the actual strength may be applied if it is known from tests.

If the stays are not round, their cross section must be such that the stress per square inch, caused by the load  $Q$ , nowhere exceeds one 5.75th part of the tensile strength, after deducting 1/16th of an inch all round as an allowance for corrosion or wear.

In welded stays the stress as just described will be reduced by 20 %. Welding of steel stays is only allowed for very mild qualities.

For high working pressures, such as used in triple expansion engines, it is recommended to screw all stays into the plates they support, in addition to fitting them with nuts.

This also applies to stay tubes, with the exception that it is recommended that nuts should not be fitted in combustion chambers.

## CIRCULAR FURNACES.

## PLAIN CYLINDRICAL FURNACES.

§ 14. — When plain furnaces are made as truly circular as practicable, and of steel having a tensile

strength of not less than 26 tons per sq. in., the working pressure  $P$  and thickness of plate  $T$  may be calculated by the following formulæ :

$$P = \frac{16000 T - 60 L}{D}$$

$$T = \frac{P \times D + 60 L}{16000}$$

where :

$T$  = Thickness of plate in inches.  
 $P$  = Working pressure in lbs per sq. inch.  
 $D$  = External diameter in inches.  
 $L$  = Length in inches.

*N. B.* — When the furnace is in one length  $L$  is measured from the centre of rivets at furnace mouth to those connecting back end to the tube plate; or to the commencement of flanging where back end of furnace is flanged. When the furnace is divided into two or more parts by Adamson joints  $L$  is measured to the centre of joint.

For iron or low tensile steel the constant  $C$  to be reduced to 14400.

Furnace plates should not exceed 13/16" in thickness.

When iron is employed, the material must stand the following tests :

	With the grain.	Across the grain.
Tensile strength. . . . .	23 tons p. sq. in.	21 1/2 tons p. sq. in.
Elongation in 8 inches. . . .	16 %	10 %
Cold bending without fracture to an angle of. 60°		35°
Hot . . . d° . . . d° . . . d° . . . 180°		180°

#### VERTICAL BOILERS.

§ 15. — When the dished ends are portions of sphere

in vertical boilers, steam chests or otherwise, their thickness must not be less than :

$$\alpha t = \frac{Pr}{840} + 2$$

where :

$t$  = thickness of the plate in sixteenths of an inch;  
 $\alpha$  = percentage of joint;  
 $P$  = working pressure in lbs per sq. inch;  
 $r$  = radius of curvature in inches.

When the end is made is one plate,  $\alpha = 1$ .

When the tops of furnaces are portions of spheres the thickness must not be less than :

$$\alpha t = \frac{Pr}{600} + 3$$

where :

$\alpha, t, P, r$  have the same meaning as before.

#### CORRUGATED AND RIBBED FURNACES.

§ 16. — The plate thickness is to be found by the following formulæ :

1° For corrugated furnaces :

$$T = \frac{PD}{1259} + 2$$

where :

$P$  = Working pressure in lbs per square inch.  
 $T$  = Thickness of plate in sixteenths of an inch.  
 $D$  = Outside diameter in inches measured on the top of the corrugations.

The formula applies to corrugations 6 inches long and 1 1/2 inch deep.

2° For ribbed furnaces, when manufactured to the satisfaction of the Administration :

$$T = \frac{PD}{1160} + 2$$

where P and T are as above.

D = Greatest outside diameter between the ribs, in inches.

The formula applies to ribs spaced 9 inches and projecting  $1\frac{3}{8}$  inch, the difference between the greatest and the smallest diameter in any part of the furnace not exceeding  $\frac{3}{1000}$

3° For bulb furnaces :

$$T = \frac{PD}{1259} + 2$$

where D is the outside diameter in inches measured between the bulb.

The coefficients in the above formulae apply to the case where the tensile strength of the material is 26 to 30 tons per sq. in. When it is below 26 tons, the coefficient is to be reduced by  $\frac{1}{26^{\text{th}}}$  for each ton below 26.

#### COMBUSTION CHAMBER GIRDERS.

§ 17. — The strength of girders on the tops of combustion chambers shall be determined as follows :

$$D = \frac{CpL}{(W - p) DL}$$

C = working pressure.

p = a constant found as under.

d = depth of girder.

t = thickness of girder.

L = length of girder between supports.

W = width of fire box from tube plate to back plate.

} in  
} inches.

N = number of bolts in each girder.

p = pitch of bolts in inches.

D = distance between girders, centre to centre, in inches.

(1) For iron girders :

$$C = \frac{12000 N}{N + 1} \text{ for odd numbers of bolts.}$$

$$C = \frac{12000 (N + 1)}{N + 2} \text{ for even numbers.}$$

(2) For steel girders :

C as formed above may be increased 10 %.

#### GENERAL AS TO BOILER ARRANGEMENTS AND FITTINGS.

§ 18. — BOILER ROOM. — Boiler rooms shall be of dimensions sufficient to admit of easy stoking and management of boilers.

Every boiler room shall have at least two exits easily accessible.

To prevent the boilers shifting in a transverse direction through the rolling of the vessel, or longitudinally in case of collision, they must be properly secured in their seats.

All manholes to be fitted with compensating rings.

SAFETY VALVES. — At least two spring safety valves, of an approved design must be fitted to each main boiler, and be conveniently accessible.

Only one safety valve will be required in boilers having a grate surface not exceeding 5 square feet.

When feed heaters are arranged in such a manner that they may be shut off from the boilers, they shall be fitted with a safety valve set so as to blow off, in any case, at a pressure 10 % above the working pressure of the boiler.

The same will apply to superheaters, unless arranged in such a way as to prevent the pressure in same from exceeding the working pressure of the boiler.

The total area of the safety valves is given by following formula :

$$A = \frac{8.7}{\sqrt[4]{(P-18)^3}}$$

where

A is the sectional area of the safety valve in square inches per square foot of the grate surface.

P = the working pressure of the boiler in pounds per square inches.

Nevertheless, no safety valve to be less in diameter than 1 1/4 ".

When forced draught is provided for, the area is to be increased in proportion to the increased evaporative power of the boilers.

Suitable arrangements and gear to be fitted in connection with the safety valves whereby they may be lifted from the deck as well as from the stoke-hole floor.

FEED PUMPS. — Each boiler shall have two separate feeds suitably arranged, each sufficient for feeding the boiler in all circumstances, and one of them, at least, to be independent of the main engines.

Only one feed will be required for boilers fitted on board sailing vessels, pontoons, dredgers, barges, and the like, also for donkey boilers in steamers.

A check valve, working automatically, is to be fitted to the boiler at the delivery of each feed pipe. When boilers are arranged to be worked, together, each must have its own feed pipes and check valves.

STOP VALVES. — Every steam pipe, for main or auxiliary engines, must be fitted with a stop valve, or cock, where it joins the boiler, fixed on the boiler itself. The stop valve for the main engines should be capable of being worked from the upper deck.

When two or more boilers are fitted, they should be arranged to work separately or independently of each other, either by stop valves between the boilers and the common superheater, or by stop valves between the separate superheaters and the main steam pipes.

BLOW-OFF VALVES. — Surface and bottom blow-off cocks or valves are to be fitted to each cylindrical boiler, and fixed directly on the shell.



In water-tube boilers a single blow-off cock only will be required.

In addition to the above, blow-off pipes must be fitted with cocks attached directly to the shell of the vessel.

Arrangements should be made to ensure that the opening and closing of blow-off cocks can be properly regulated.

When a single blow-off pipe is connected to several boilers, it must be fitted with cocks or valves preventing the passage of water from one boiler to another.

To protect the plating, the cocks on the ship's bottom should be fitted with spigots passing through the plating, and through a flange on the outside. If this flange is of iron it must be galvanized.

PRESSURE GANGES. — Every boiler must be supplied with a pressure gange in good condition, placed in view of the firemen and graduated to show the working pressure of the steam in the boiler. This gange must be properly lighted at all times.

A distinct line should be marked on the scale of the pressure gange to indicate the working pressure which must not be exceeded.

Each pressure gange must be fitted with a cock for shutting it off from the boiler.

Double-ended boilers must have a pressure gange at each end.

When the stokehold is not close to the engine room and in free communication therewith, pressure ganges connected to each boiler are to be fitted in the engine room.

Each boiler should be furnished with a fitting terminating in a flange 1 1/2 inch diameter and 1/4 inch thick, for attaching a standard gange.

Every receiver or steam vessel for which a safety valve is prescribed by § 19 above, should be fitted with a pressure gauge.

CONNECTION FOR HYDRAULIC TEST. — A suitable connection is to be provided at the top of each boiler for making the hydraulic test, except when there is a man-hole plug, specially fitted for this purpose.

Every boiler must be provided with manholes, mudholes and sight holes conveniently arranged for inspection and cleaning. Cast iron must not be employed for the doors closing any of these holes.

Boilers which are too small to permit of entrance for inspection, must have a sufficient number of cleaning holes suitably arranged to allow of examination from the outside.

§ 19. — Propelling machinery other than steam engines.

In the survey of propelling or auxiliary machinery other than steam engines, the Surveyors of the Bureau

Veritas will conform to the special prescriptions published separately by the Administration, and especially to the Rules for Motor Boats.

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## EQUIPMENT AND SPARE GEAR

## ARTICLE 35

## EQUIPMENT

All vessels shall be equipped as follows :

§ 1. — SAILS, RIGGING. — All vessels, sail or steam, shall have one complete suit of sails, with all rigging and gear necessary for same.

§ 2. — ANCHORS, CABLES, TOWLINES AND HAWSERS. — All vessels to be furnished with anchors, cables, towline, and hawsers as required by Tables N° 11.

The weight of anchors, the diameter of chain cables, and the circumference of hawsers, will be determined by the numerals given in Tables N° 11, the depth being measured to the upper deck, except in awningdeck vessels, where the depth may be measured to the second deck. To these numerals must be added half the capacity

in cubic feet of the raised decks, awningdecks and deck erections such as poops, bridgehouses or forecastles.

A reduction of one-third will be allowed on the numeral determining the weight of the anchors and the diameter and length of chain cables of full-powered steamers.

If **stockless anchors** are used, the weight calculated as above, is to be increased by about 25 % to make up for the weight of stock and the weight of the shank should not be more than 1/3 of the total weight.

§ 3. — Vessels supplied with ANCHORS OR CHAIN CABLES which have been submitted to Veritas proofs at a testing machine recognized by the Administration and in the presence of Veritas surveyors, will be inserted in the Register with the following marks:

A. P. for Anchors.

C. P. for Chains.

A. & C.P. for Anchors and Chains.

All vessels built under special survey must have their anchors, chain cables and wire hawsers tested as above stated. (See also Art. 3, § 1.) If tested anchors or chains be replaced by anchors or chains which have not been tested the marks A. & C. P. will be withdrawn until the tests have been made.

§ 4. PUMPS. — All vessels to be fitted with pumps as required by Art. 23<sup>A</sup>.

§ 5. — WINDLASS AND WINCHES. — Windlass and winches to be fitted in accordance with Art. 29.

§ 6. — BOATS. — All vessels to have a boat fit to carry a stream anchor. Vessels under 100 tons gross register to have one boat; vessels over 100 tons and under 400 tons, to have two boats; and vessels above this tonnage to have at least three boats, according to the size of the vessel, and as may be required by law. Such of the latter as may be required by law, to be fitted as life-boats.

All boats to be completely fitted out.

§ 7. — Surveyors are authorised to conform to special national laws which may exist with reference to boats and outfit not detailed in this Article.

#### SPARE GEAR

§ 8. — All vessels shall be provided with the following spare gear :

A spare tiller or quadrant with fittings, ready to be put in place.

Relieving tackle for tiller

One set of joining shackles for steering chains.

Two joining shackles for chain cables.

One joining shackle for each anchor.

Lights, compasses, charts, and nautical instruments as may be required by existing national laws.

These instruments must be in perfect working order.

#### SPARE GEAR FOR ENGINES.

§ 9. — The following articles of Spare Gear are required or recommended for all steamers classed with the Bureau Veritas.

Vessels which carry the recommended, as well as the required spare-gear will be entered in the Register with a special mark ( ) in the third column of the page where particulars of machinery are described.

§ 10. **For navigation Marks P. R. or Lakes.** — The following articles are required :

1 bolt and nut complete for piston-rod, or top end of connecting rod.

1 bolt and nut complete for bottom end of connecting rod.

1 bolt and nut complete for main bearings.  
 1 set of shaft coupling bolts and nuts (for one coupling).  
 1/2 set of feed pump valves.  
 1/2 set of bilge pump valves.  
 1/2 set of pistod rings.  
 1/2 set of safety-valve springs.  
 One canvas fire hose.  
 One set of spanners.  
 Plugs for boiler tubes.  
 6 gange glasses.  
 1 steam gauge.  
 The following articles are recommended :  
 1/2 set of circulating pump valves.  
 1/2 set of air-pump valves.  
 1/2 set of feed check valves for boiler.  
 1 slide-valve rod suitable for each cylinder.  
 1 valve motion sliding block.  
 1 eccentric strap or liner for same.

§ 11. **For Navigation Marks M. G. or L.** — ARTICLES REQUIRED :

2 bolts and nuts complete, for piston rod or top end of connecting rod.  
 2 bolts and nuts complete, for bottom end of connecting rod.

2 bolts and nuts for main bearings.  
 1 set shaft couplings bots (for 1 coupling).  
 1/2 set feed pump valves.  
 1/2 set bilge pump valves.  
 1 set of piston rings.  
 1 set of safety-valve springs.  
 5 % of the total number of boiler tubes.  
 4 % of the total number of condenser tubes.  
 1/2 set of fire bars.  
 One canvas fire hose.  
 One set of spanners.  
 Plugs for boiler tubes.  
 12 gauge glasses.  
 1 steam gauge.

Articles recommended :

1 propeller ; or, when detachable blades are fitted,  
 1/2 set of blades for each line of shafting.

Spare propellers must be secured on deck by angle lugs riveted through the deck and beams, or other efficient means.

1 crank shaft ; or, if in several interchange pieces, 1 piece for each line of shafting.  
 1 propeller shaft.  
 1 slide-valve rod suitable for any cylinder.  
 1 valve motion sliding block.



1 Eccentric strap, or liner for same.

1 pair crank-pin brasses.

1 pair crosshead brasses.

If fitted with white metal, then sufficient metal and tools for applying same, in each case.

1 air pump rod.

1 circulating pump rod, or when a rotary circulating pump is fitted, driven by an engine, then, instead of this rod :

1 steam piston and rod for each cylinder.

1 slide valve for each cylinder.

1 set brasses (for crosshead and crank pin).

10 % of piston junk-ring bolts.

10 % of cylinder cover bolts.

10 % of valve chest cover bolts.

1 set air pump valves.

1 set circulating pump valves.

1/2 set boiler feed check valves.

1 set of safety valve springs (Main boiler).

1 set of safety valve springs (Donkey boiler).

1 piston for each cylinder, complete.

1 cover for each cylinder, complete.

1 sternbush, or lignum vitae strips for same.

#### SPARE SAILS FOR SAILING VESSELS.

§ 12. — 1° For fore-and-aft rigged coasting vessels : One foretopmast staysail, One trysail.

2° Square-rigged coasting vessels : One foretopmast staysail, one foresail and one trysail.

3° Fore-and-aft rigged vessels (classed A or L). One jib, One foretopmast staysail, One trysail.

4° Square-rigged vessels. **Atlantic** : One jib, and One foretopmast staysail, Two topsails, One foresail, One topgallantsail. **Long voyages** : One mainsail in addition to the foregoing.

Sail cloth in sufficient quantity to make, with the spare sails enumerated above, a complete suit of sails.

For vessels having more than two masts square-rigged, there should be in addition to the above, another spare main sail, and spare topsails.

#### SPARE SPARS FOR SAILING VESSELS.

§ 13. — 1° For vessels classed A : One spar suitable for a topmast or lower yard, and one spar for a topgallant yard.

2° For vessels classed L : In addition to the above, one spar suitable for a topmast or topsail yard.

## ARTICLE 35

### INVENTORY AND EQUIPMENT.

— 136 —

3° In sailing vessels with iron or steel polemasts the following spare spars will be required for Atlantic and Long voyages : One spar suitable for a topgallant mast or upper-topsail yard.

One spar suitable for a lower topgallant yard.

4° For coasting vessels two spare spars will be required, according to their rig.

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RULES  
FOR THE CONSTRUCTION OF VESSELS CARRYING OIL  
or other liquid cargoes in bulk.

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The present article refers to the construction and arrangement of all parts within the range of and affected by the oil or other liquid cargoes, while the Rules for ordinary vessels will in general apply to all other parts. It is however to be understood that this article only applies to vessels classed with one of the navigation marks G, A or L; those intended for other navigations will be specially considered on their merits.

N. B. — The scope of these regulations is to be enlarged further on; but the Administration henceforth claim the right to insist on such additional strength being introduced, as may be found necessary.

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ARTICLE 36.

GENERAL REQUIREMENTS AND  
RECOMMENDATIONS.

§ 1. — The three deck type is to be preferred in the construction of tank vessels, but other types may be adopted with the sanction of the Administration.

The cargo should be carried to the shell plating, thus avoiding the danger of accumulation of gases; but if it is desired for any special reason to fit a double skin either complete or partial, it will be necessary to provide for

easy means of access to all confined spaces, and for thorough ventilation throughout.

Oil or other liquid cargo spaces, deep waterballast tanks and cofferdams to be divided longitudinally by at least one continuous bulkhead running up to top of expansion trunks, and same to be made oiltight unless otherwise authorized by the Administration. Attention is here drawn to the Suez Canal regulations for the transit of ships laden with petroleum oil in bulk.

These spaces must be divided into transverse compartments by means of oiltight bulkheads, the number

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of which must be sufficient to secure ample stability when filling up or emptying the tanks, and approved of by the Administration. In steamers they should be spaced not more than 28 feet apart.

Each oil compartment to have an expansion trunkway extending to above the crown of the tank, and having a total capacity of not less than six per cent of the capacity of the corresponding oil compartment.

Double bulkheads to be fitted at each end of the spaces allotted to the oil cargo, forming cofferdams extending from the keel to the highest point of the expansion trunkway for the whole breadth of the vessel; they are to be spaced not less than two frame spaces apart, and the space between them well ventilated.

Each oil compartment to be tested before launching or in dry dock by a head of water eleven feet above the crown of the tank, or four feet above the top of expansion trunkway hatch covers, to the satisfaction of the Surveyor.

A complete system of piping and efficient steam pumps of approved design to be fitted to facilitate the handling of cargo or waterballast.

When waterballast tanks are fitted forward of the oil compartments, a separate ballast pump to be fitted forward of the cofferdam bulkheads to fill and empty these tanks

Efficient ventilators to be fitted to all cofferdams, pump rooms and other spaces where required. Efficient means should be adopted for clearing the oil compartments of gas or vapour by injection of steam or artificial ventilation of approved design.

When it is intended to carry ordinary cargoes in the oil compartments, portable ceiling and sparring must be provided, of similar scantling to that required for ordinary vessels; a sounding tube and ventilators to each compartment must be fitted. The oil or any other pipes, valves, and valve rods must be strongly cased in so as to protect them from injury.

It is recommended that the propelling machinery in screw steamers be placed entirely abaft the oil spaces, and separated therefrom by the double bulkheads abovementioned.

If however it is desired to place the propelling machinery amidships, special care must be taken that the shaft tunnel be entirely isolated from the engine space; it must be entered by a separate trunkway from the deck, and have at least two efficient deck ventilators (see § 18 hereafter).

The galley, also main and donkey boiler furnaces must be entirely isolated from all contact with the oil cargo. It is recommended that the donkey boiler be placed above the level of the main deck and no external

doors should be allowed to the donkey boiler firing place unless it is placed on the upper deck abaft oil tanks.

Electric light to be fitted throughout on the double wire system.

The safety of oil carrying vessels chiefly rests on perfect workmanship, ample and careful riveting and efficient connections between all parts. — In order to lessen the number of riveted joints, it is advisable to use channel, Z or other rolled bars, and flanged plates where possible.

#### KEEL.

§ 2. — The flat plate form of keel should be the only form adopted; its thickness to be 20 % above that given in Tables N° 1, and in cases where a double plate keel is required by the Tables, a single plate may be used, the thickness of which should be 75 % over that given in the Table.

It is recommended that the butts of the keel plate be overlapped. Where strapped butts are adopted, double straps must be fitted.

The breadth of the keel plate to be increased by one-half the tabular breadth as given in Tables N° 1, in order that the main frames may have a secure attachment to the thick keel plate (see sketch N° 6.) The adjoining strake of plating will be treated for thickness as bottom plating.

#### FRAMES.

§ 3 — The frames in way of oil compartments are recommended to be made of a single rolled bar equivalent to the tabular compound frames (Tables N° 2).

They may be cut short of the centre keelson plate, by a distance not exceeding 9 inches, in order to allow of a free flow of oil to the pumps.

In vessels with two laid decks, where the frames are cut at the second deck to form an oiltight flat, the frames in the 'tweendecks are to be connected to the second deck stringer plate by large knee plates of the same thickness as the frames, and having not less than six rivets through the frame and in each flange of the connecting angle. (See sketch N° 9.)

#### REVERSE FRAMES.

§ 4. — When compound frames are used, reverse frames will be required as in ordinary vessels, except that they must all extend at least to the deck which forms the top of the tank.

Where bulb angle or Z frames are used, reverse frame angle bars as per Tables N° 2, to be fitted on upper edge of floors.

Where bulb angle frames are used, lug pieces must be fitted in way of side stringers; and where the



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### FLOORPLATES. — CENTRE KEELSON

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stringers are not supported by bracket knees on alternate frames, the lugs must be of sufficient size to take two rivets through the stringer bar.

Each lug to have not less than three rivets through the frame bar.

Where it is desired to dispense with reverse frames in 'tweendecks above oil compartments, efficient webs or partial bulkheads to be fitted in compensation, to the satisfaction of the Administration.

#### FLOORPLATES.

§ 5. — The floorplates to butt against the centre line keelson, and to be connected thereto by angle bars at least  $3 \times 3$  inches, and by knee plates of the same thickness as floor plates, unless flanged or fitted with an angle bar on their inner edge, in which case they may be  $1/16$  less in thickness. These knee plates must be connected to floor plates with an overlapped butt, and their dimensions each way to be  $1\frac{1}{2}$  times the depth of the floor. (See sketch N° 6.)

When the frame numeral is 70 and above, the angle bars connecting the floors and knee plates to the centre bulkhead to be of sufficient size to allow double zigzag riveting in each flange.

The floor plates to be turned up at the bilge as required in ordinary vessels. If preferred, bracket

knees of same thickness as floor plates may be fitted at the bilge and carried up as if floors were turned up. (See sketch N° 7.)

Where the frame numeral is below 50, these knees may be fitted on alternate floors.

Suitable limbers to be cut in the floors at a reasonable distance from each other, to allow of an ample flow to the pumps when the liquid cargo falls below the level of the top of floors.

#### CENTRE KEELSON.

§ 6. — The centre keelson plate or bottom plate of centre line bulkhead to be in all cases continuous all fore and aft with the butts overlapped or double strapped and treble riveted, and of the thickness required for centre intercostal keelsons (Tables N° 3), but may be reduced at ends beyond  $2/3$ rd's length to the same extent as allowed for shell-plating.

The centre keelson plate must be connected to the flat plate keel by double angle bars of the size required for upper deck stringers. If desired, for ensuring greater oiltightness, these bars may be cut in way of transverse bulkheads, but it is recommended to fit them continuous even if the bulkhead is not oiltight.

No limber or manholes to be cut in the centre keelson plate.

The centre keelson plate should be made sufficiently deep to cover the whole height of floor knee plates.

#### BOTTOM KEELSONS.

§ 7. — The arrangements of the bottom keelsons to be as per Plate E (after page 128). The size of the keelson angles and thickness of the intercostal plates are given in Tables N° 3 for ordinary vessels.

The keelson angles &c., may be cut in way of transverse bulkheads, provided efficient compensation is given by means of brackets of same thickness as keelson angles and well riveted together across the bulkheads with double angles of same size as stringer angles. (See Sketch N° 2.)

When the keelson angles as given in Tables N° 3 are  $6 \times 4$  ins. and above, the bracket knees connecting same to transverse bulkheads should be stiffened on edge by an angle bar of reverse frame size, or edge of plate may be flanged.

#### WEB FRAMES.

§ 8. — All vessels to be fitted with web frames in way of the oil compartments, the spacing and arrangement of which will be according to Plate E.

Web frames to be of the same thickness as the tabular frames, and their width not to be less than four times the broad flange of the tabular frame angle.

Double angles of reverse frame size to be fitted on inner edge of web frames, and carried across top of floors to centre line.

Web frames to be connected to the ends of the floor plates by at least a treble riveted lap butt; the remaining butts may be double riveted.

The web frames may be cut in way of the side stringers, or side stringers in way of web frames and connections made by double angles above and below, of reverse frame size, and by a diamond plate  $30 \times 24$  ins. where the web plate is above 18 wide, and  $24 \times 20$  ins. where 18 ins. and below in width, the larger size being placed in the direction of the member which is not continuous.

These diamond plates to be of same thickness as the web frames.

Web frames to be connected to the shell plating by double angles of approved size, or by a single angle with the flanges both equal to the moulded flange of the tabular frame angles.

Where web frames in 'tweendecks are increased in width they may be reduced  $1/16$  in thickness if  $7/16$  thick or above.

#### SIDE STRINGERS.

§ 9. — The number and arrangement of the side

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### SIDE STRINGERS. — TRANSVERSE BULKHEADS

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stringers in way of oil compartments to be as per Plate F.

The width and thickness of these stringers to be the same as that of the web frames. They may be intercostal between the web frames or be carried continuously through the web frames, and connected to them as specified in the preceding paragraph.

The side stringers may be cut in way of the transverse bulkheads, provided compensation be given in the form of bracket knee plates of same thickness as side stringers, connected to bulkhead plating on each side by means of angle bars both above and below the stringer plate, of same size as required for deck stringers, and close riveted in each flange. (See sketch N° 1A). The stringer brackets to have a connection to the bulkheads of not less than three times the width of the side stringer and to extend for an equal distance in a fore and aft direction, and be adequately stiffened. The stringers to be overlapped with the brackets, and at least treble riveted to them.

If the side stringer plates are carried through the bulkheads, double angle collars, made thoroughly oiltight, are to be fitted on each side of the bulkhead plating, and the width of the stringer plating is to be increased in way thereof to double its original breadth (see sketch N° 1); or any other approved method may be adopted, with the sanction of the Administration.

The side stringers to be connected to the shell plating by an intercostal angle bar of the same size as required for deck stringers, having not less than seven rivets in each frame space and in each flange where the angle is 4×4 ins. and above, and six rivets where less. These angles must be double for at least three frame spaces on each side of the transverse bulkheads. An angle bar of the same size as above is to be carried along the inner edge of frames, and double angle bars must be fitted on the inner edge of stringer plate, and carried along the inner edge of bracket knee, or single angle of keelson size may be fitted.

Stringer angle bars may be cut, if desired, in way of transverse bulkheads.

Where side stringer plates are 18 inches and above in width, they must be supported by bracket knees of same thickness as the frames, and not more than two frame spaces apart.

### TRANSVERSE BULKHEADS IN OIL COMPARTMENTS

§ 10. — The thickness of plating, size and spacing of vertical stiffeners and size of horizontal stiffeners for oiltight bulkheads is given in the Table D at the end of this article. The horizontal stiffeners should be placed in line with the side stringers and be well riveted to the bracket knee plates. (See sketch N° 1A.)

The vertical stiffeners to be connected to the floor plates and to the deck above by bracket knee plates of same thickness as stiffeners. (See sketch N° 3.)

It is recommended that the bulkheads be connected to shell and deck plating by means of a single frame, with each flange the same breadth as the moulded flange of the ordinary frame, and double riveted.

In way of outside strakes of shell plating, bulkhead liners need only be fitted of a sufficient breadth to take one row of rivets on each side, outside of the frame bars. (Sketch n° 4.)

In vessels whose beam exceeds 36 feet, a vertical web plate of same thickness as bulkheads to be fitted on same midway between the centre line bulkhead and the side of ship on each side, not less than 24 inches wide at bottom; it should be stiffened by edge angle bars, and connected to floors and deck plating by strong plate knees.

Where the beam of the vessel exceeds 42 feet, two of these webs will be required on each side.

When the horizontal stiffeners are 12 inches broad and above, bracket knee plates of same thickness as stringers should be fitted to support the same, and spaced not more than six feet apart.

Bulkheads forming cofferdams to be efficiently connected together by means of gussets and brackets for support when under pressure.

Sketch of proposed arrangements to be submitted.

Also large bracket knees or webs must be fitted and carried down to the bottom against the cofferdam bulkheads outside of the oil compartments to the satisfaction of the Administration.

No doors or sluice valves are to be cut in the bulkheads of cofferdams below the level of the deck forming the crown of the oil tank, and in vessels with two decks where it is desired to cut doorways in the 'tween decks, they must be at least 18 inches above the deck level and fitted with solid watertight doors of approved construction.

Where a cast iron frame with india rubber joint is adopted, the rubber should be placed on the bulkhead face inside the cofferdam, and no permanent overhead rail should pass from the tweendeck through the bulkhead doors.

If it is desired to adopt any other mode of stiffening the bulkheads than that indicated above, details of such arrangement must be submitted for the approval of the Administration.

If it is proposed to use certain of the oil compartments for waterballast, the spaces intended to be so used must be indicated on the plans submitted for approval, so that the need of additional stiffening of the end bulkheads of these spaces may be considered and decided upon by the



Administration. In that case the vertical stiffeners should be on the bulkhead side opposite to waterballast.

(It should be understood that on no account is waterballast to be pumped in or out of the holds or cofferdams at sea, beyond that which is necessary for keeping tanks full in case of leakage.)

#### LONGITUDINAL BULKHEADS IN OIL COMPARTMENTS

§ 11. — The thickness of plating and size of stiffeners, &c., to be the same as required for the transverse bulkheads, the bottom strake excepted, but the vertical stiffeners must be spaced like the frames, and well connected to the floor knees and to the deck beams above by knee plates of same size as the ordinary knees.

The horizontal stiffeners should be placed in line with the horizontal stiffeners on the transverse bulkheads, and be connected to them by bracket knees of same thickness, having a breadth each way measured from the bulkhead of three times the width of the stiffener. On the opposite side of the bulkhead a knee plate of the same dimensions is to be fitted, and well riveted to the bulkhead plates. (See sketch N° 1.)

The longitudinal bulkhead plating may be carried continuously fore and aft through the transverse bulkheads, or it may be cut in way thereof: excepting the

bottom plate or centre keelson, which must in all cases be continuous all fore and aft.

The longitudinal bulkhead to be connected to the transverse bulkhead plating by a single angle of the size required for bulkhead frame bars, double riveted in each flange, or by double angles.

The longitudinal bulkhead to be also additionally stiffened for its full height by web plates placed in line with the web frames on the side of the vessel, of the same thickness as the bulkhead plates, and not less than two feet broad at the foot, with knee plates to floors and deck beams; the edge of the web in addition to be stiffened by an angle of reverse frame size.

Longitudinal bulkheads must not be abruptly terminated, but tapered away at the ends for a distance not less than one-third the depth of the bulkhead from keel to crown of tank.

The scantlings for oiltight bulkheads as given in Table D will apply to the longitudinal bulkhead, whether made oiltight or not. (See § 1.)

#### GENERAL AS TO OILTIGHT BULKHEADS.

§ 12. — The horizontal and vertical stiffeners as given in Plate E must be placed on opposite sides of the bulkheads.

If it is desired to fit both horizontal and vertical



stiffeners on the same side of the bulkhead, special plans should be submitted for the approval of the Administration.

The horizontal stiffeners on all oiltight bulkheads to be connected thereto by single angles of the size given in Table D (care being taken that both flanges there of take the same number of rivets), and to have a corresponding angle on the face of stringer, connected to the face angle of the side stringers by butt covering pieces where possible; or stiffeners of equal sectional area, formed of channel bar, may be fitted if preferred.

Oiltight bulkheads to be constructed without the use of felt, packing or white lead, and all plates made to fit fair metal to metal.

It is recommended that the bulkheads and all their vertical and horizontal stiffeners and connecting angles should be thoroughly caulked on both sides.

#### PILLARS.

§ 13. — In vessels whose breadth exceeds 42 feet, quarter pillars should be fitted in each oil compartment, well riveted to the floors and deck beams; where the length of the compartment is 24 feet, one pillar will be required and above this length two pillars in each compartment. Pillars of channel section are recommended.

If preferred heavy beams connected by large brackets

to the web frames and centre bulkhead buttresses may be adopted, in which case the scantlings of the whole transverse member shall be increased to the approval of the Administration.

#### BEAMS.

§ 14. — The depth and thickness of deck beams and their angles to be the same as that required for ordinary vessels.

The arrangement of the beams is given in Table D, the depth being measured as in ordinary vessels.

No reduction to be allowed in the scantlings of half-beams of upper or second decks, in way of oil compartments.

Strong beams in all cases to be fitted at the head of web frames on the deck which forms the crown of the tanks. These beams to be connected to the web frames by large knee plates well riveted to the web plate. (See Sketch No 5.)

All beams in way of oil compartments to have knee plates at least three times the tabular depth of the beam in length, and to be well riveted to the frames with at least six rivets, but the rivets not to be more than  $4\frac{1}{2}$  diameters apart from centre to centre.

Beams at ends of hatches in way of oil compartments to be increased in size as required for ordinary vessels,

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### DECK STRINGERS AND PLATING EXPANSION TRUNKS

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(See Art. 16), if not already increased as being on top of web frames.

#### DECK STRINGERS AND PLATING.

§ 15. — Deck stringer plates in all cases to be carried continuously through the transverse bulkheads, and connected to the frames and shell plating by angle bars as required for ordinary vessels; there are not to be less than six rivets in each flange of the intercostal shell bar in each frame space.

Where the stringer bar forms an oiltight connection between the deck and the shell plating, it must be increased half an inch in size and double riveted in each flange in way of oil compartments.

Iron or steel decks are to be fitted as required by the Rules for ordinary vessels, but in no case should the deck forming the crown of the oil tanks be less in thickness than  $12/32$  steel or  $7/16$  iron, or the deck forming the top of the expansion trunks be less than  $10/32$  steel or  $6/16$  iron.

It is recommended that the deck plating inside the expansion trunks be left as open as possible, to facilitate ventilation of holds, but the deck must be plated over in way of both longitudinal and transverse bulkheads for a width of at least 2 feet on each side of bulkhead plating.

The deck plating must be increased in thickness in way

of hatches, &c., as required for ordinary vessels. (See Art. 20 & 22.) When oil hatchways on upperdeck are continuous, the deck plate next to them on either side should be doubled for half the length of vessel amidships.

#### EXPANSION TRUNKS.

§ 16. — All compartments must have suitable oiltight spaces extending above the deck forming the crown of the tanks, for the purpose of allowing the liquid cargo to expand or contract.

Each trunk is to have a capacity of not less than six per cent of that of the corresponding oil compartment.

The plating to be of the same thickness as the upper part of the bulkheads, as given in the Table D at the end of this article.

The stiffeners on the trunk sides and ends to be of the same scantlings and spacing as the tabular frames, and, where possible, to be placed in line with the deck beams, and connected to same both above and below by bracket knee plates of same thickness as stiffening angles.

All oiltight corner bars in expansion trunks to be at least of the size required for deck stringers (Tables N° 6), and double riveted in each flange.

Web plates of the same thickness as the trunk side

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plating, to be fitted in the expansion trunks at ends of all hatchways.

In way of hatches in expansion trunks, the trunk side plating to be carried down and connected to the half beams in way thereof, as required in ordinary vessels.

Where the deck plating is flanged in way of expansion trunks, a fore and after of same scantlings as beams is to be fitted in way of half beams.

Hatchways with oiltight hatch covers made of iron or steel and of approved pattern must be fitted over each expansion trunk; the openings to be of sufficient size to allow of holds being efficiently ventilated.

Where the upper deck beams are cut in way of trunk sides, they must be efficiently connected thereto by knees of not less size than those fitted at ship's side.

In cases where the spaces at sides of expansion trunks are used as spare bunkers, or where any large quantity of coal is carried in the 'tweendecks, the deck in way of same must be coated with an approved composition, which should be examined at least every two years, and renewed where and when found necessary.

When the longitudinal bulkhead is carried up to form a central division in the expansion trunks, it may be  $1/16$  inch less in thickness than the trunk sides, and the

stiffeners may be of reverse frame size, spaced at the same distance as the main frame, except where the longitudinal bulkhead is oiltight, in which case the scantlings must be the same as the trunk side.

### SHELL PLATING.

§ 17. — With the exception of the keel plate (See § 2), the shell plating to be as required for ordinary vessels, except that only 50 % of the reduction by Table N° 1<sup>5</sup> will be allowed in the after part of screw steamers up to the counter, when engines are placed aft.

All butts of shell plating should be overlapped in way of oil compartments, and must be at least treble riveted.

If the butts of the shell plating are strapped in way to oil compartments, double straps should be fitted, treble riveted, with three rows of rivets on each side of the butt.

All seams to be double chain riveted in way of oil compartments.

### ENGINE AND BOILER SPACE.

§ 18. — Where the propelling machinery is placed in the stern abaft the oil compartments, the same arrangement of side stringers and web frames to be carried out through these spaces as in the oil compartments.

No reduction will be allowed at the after end on the

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### ENGINE AND BOILER SPACE. — RIVETS AND RIVETING

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bottom plating up to the counter, when the engines and boilers are placed aft.

When a waterballast tank is placed aft under the engine and boiler spaces, the scantlings of floors, intercostal girders, tank top plating, tank margin plate, and centre keelson must be regulated as though the tank were placed amidships, and increased as per rule in engine and boiler space. (Art. 25 & Table N° 4.)

The web frames to be connected to the margin tank plate by double angles, and by a gusset plate or half diamond plate riveted to the reverse frames and the tank side plate.

When the propelling machinery is placed amidships, double cofferdam bulkheads extending to the upper deck are to be fitted at each end of the machinery space, to secure complete isolation from the oil compartments.

The shaft tunnel must be entered by means of a trunkway from the deck, placed abaft the ordinary cofferdam bulkheads, and a similar trunkway must be placed at after end of tunnel for ventilation.

Details to be submitted for the approval of the Administration of the proposed method of constructing the shaft tunnel.

The cofferdam bulkheads at ends of engine and boiler space to be especially strengthened by means of bracket

knees and buttresses, and where the centre longitudinal bulkhead is dispensed with, the strength should be gradually tapered off, or efficient compensation given.

The cofferdam bulkheads are not to be pierced for any valves or doors, except as previously specified for cofferdam bulkheads at ends of oil compartments. (See § 10.)

Where the shaft tunnel passes through the cofferdam bulkheads, particular care should be taken to ensure oiltightness.

### RIVETS AND RIVETING.

§ 19. — The diameter of rivets, the breadth of laps and butts, &c., in way of the oil compartments will be regulated by the thickness of the plates as given in Table N° 7, except that no rivets less in diameter than  $3/4$  inch will be allowed in the oil compartments where subject to pressure.

FORM OF RIVETS. — The form of rivets to be used in the construction of the oil compartments are shown in sketch N° 10. In oiltight bulkheads and all parts where the pressure may come from either side and where more than two plates are to be connected, the flush headed countersunk rivet or plug-headed rivet is recommended to be used, but care must be taken that the head of the rivet projects beyond the plate at least



a quarter of an inch, and that there is sufficient spread on the head of the rivet to prevent its being drawn; where the pan-headed rivet is used, it must be swollen out under the neck in order to fill the drift of the punch, and great care must be taken that it is driven up fair, so that the pan head bears on the plate all round; any rivets which do not fulfil this requirement must be cut out and renewed.

The rivets in the bracket knees connecting the keelsons and stringers and floors where cut at the transverse and longitudinal bulkheads, to be especially attended to as regards fitting and riveting, and rivets left full or convex as in boiler riveting.

All rivet holes must be as fair as possible, and where any slight unfairness occurs, the holes must be carefully rimed out, and not drifted with a punch.

The requirements for riveting given in Article 27 are also to apply to riveting in oil compartments with the following exceptions.

**OUTSIDE PLATING.** — The spacing of the rivets in each row of the seams of outside plating not to exceed  $3\frac{1}{2}$  diameters for double chain riveting and no seams of shell plating to be single riveted in way of oil compartments.

**BULKHEADS.** — The butts and seams of all oiltight

and cofferdam bulkheads to be double chain riveted and spaced not more than  $3\frac{1}{2}$  diameters apart.

In case the longitudinal bulkhead is not intended to be oiltight, the butts and seams above the bottom strake may be single riveted, with rivets spaced  $4\frac{1}{2}$  diameters apart, but the upper edge of bottom strake must in all cases be double riveted.

The butts of the centre keelson plate to be treble riveted throughout.

All oiltight bulkhead frame bars, corner angles and collars subject to oil pressure, to be of sufficient size to allow of double zig-zag riveting, and the spacing of the rivets in each row not to exceed 4 diameters.

Where the bulkhead stiffeners, both vertical and horizontal, are caulked, the spacing of the rivets should not exceed 4 diameters, but when they are not caulked the spacing of the rivets must not exceed 6 diameters apart.

**DECKS.** — The seams of the deck plating forming the crown of oil tanks to be double chain riveted, and the butts must be at least double riveted, and treble riveted where required, the rivets in butts and seams not being spaced more than  $3\frac{1}{2}$  diameters apart.

**EXPANSION TRUNKS.** — The seams of plating forming the expansion trunks may be single riveted, but the butts should be double riveted; the rivets to be spa-



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### PERIODICAL SURVEYS.

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ced 3 diameters for single riveting and  $3\frac{1}{2}$  diameters for double. The above rule also applies to deck plating where it forms the top of the expansion trunks.

**FRAMES AND BEAMS.** — The rivets connecting the frames to the shell plating and the beams to the deck plating not to be spaced more than  $6\frac{1}{2}$  diameters apart.

The packing between top of beams and outside deck strakes to be fitted in short pieces, or washers substituted, to allow of the free escape of gases.

The rivets in the frame bar of all web frames, where a single bar is used, to be double zig-zag riveted and spaced not more than 7 diameters in each row of each flange.

The rivets connecting the deck beam knees to the frames not to be spaced more than  $4\frac{1}{2}$  diameters apart, and to have at least 6 rivets in each knee.

**BRACKETS.** — The rivets in all bracket knee plates which are fitted to maintain the longitudinal or trans-

verse strength where it has been interrupted, to be double zig-zag riveted with the rivets spaced not more than  $4\frac{1}{2}$  diameters in each row in each flange. (See sketch N° 1A.)

The rivets in the side stringer shell bars to be close spaced as previously mentioned, viz. : Seven rivets in each frame space where the intercostal shell bar is  $4' \times 4''$ , and 6 rivets where the angle bar is of less size.

### PERIODICAL SURVEYS.

§ 20. — In all cases when the periodical survey is due as prescribed by Article 6 of the Rules, it will be necessary to test all compartments, the same as is required for waterballast tanks; the pressure need not exceed that of filling the tank to the level of the hatch covers.

For purposes of inspection the tanks must be thoroughly cleared and cleaned of gas and every precaution taken to secure safety.

Table D<sup>3</sup>. — STEEL SCANTLINGS OF LONGITUDINAL AND TRANSVERSE OILTIGHT BULKHEADS IN TANK VESSELS.

NUMBERS  B + D  * ART. 9.	PLATING			HORIZONTAL STIFFENERS			VERTICAL STIFFENERS		
	LOWER THIRD	MIDDLE THIRD	UPPER THIRD	BREADTH AND THICKNESS OF PLATES	SIZE OF ANGLES			SIZE	MAXIMUM SPACING
	32nds.	32nds.	32nds.	Ins. 32nds.	Ins.	Ins.	32nds.	Ins. Ins. 32nds.	Ins.
42 to 46	12	11	10	9 × 11	3	× 3	× 12	5 × 3 × 12 (Angles)	24
46 » 52	13	12	11	10 × 12	3	× 3	× 12	5 1/2 × 3 × 12	24
52 » 56	14	13	12	10 × 13	3 1/2	× 3 1/2	× 12	6 × 3 × 14	25
56 » 60	15	14	12	11 × 14	3 1/2	× 3 1/2	× 12	6 × 3 × 15	25
60 » 64	16	14	12	12 × 15	3 1/2	× 3 1/2	× 12	6 1/2 × 3 1/2 × 15	26
64 » 67	16	15	13	13 × 15	3 1/2	× 3 1/2	× 14	7 × 3 1/2 × 15	26
67 » 70	17	15	13	14 × 16	3 1/2	× 3 1/2	× 14	7 × 3 1/2 × 16	27
70 » 73	17	15	13	15 × 16	3 1/2	× 3 1/2	× 14	7 × 3 1/2 × 16	27

Bulb Angles

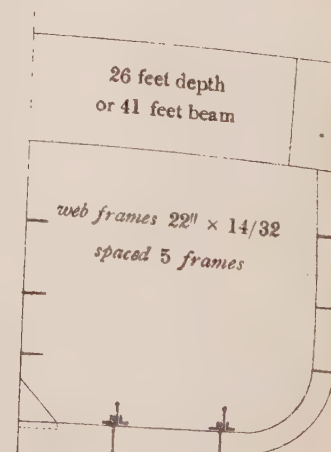
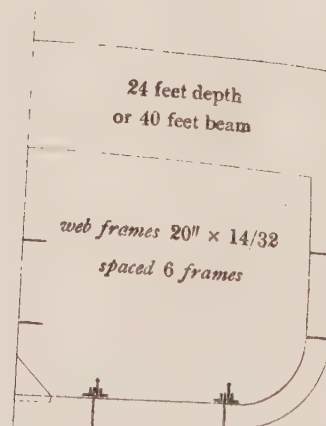
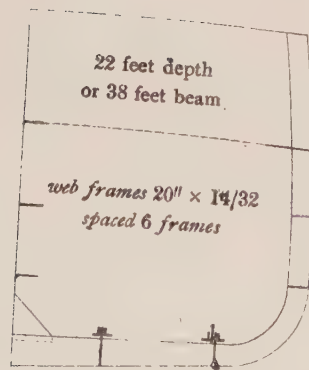
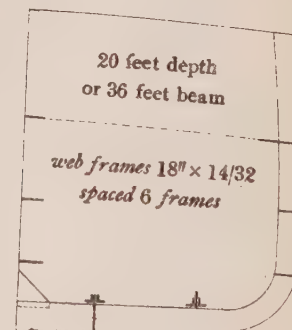
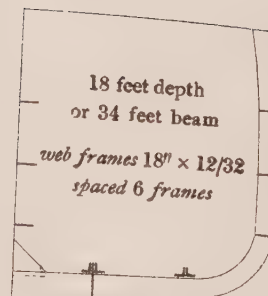
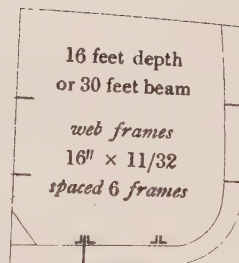
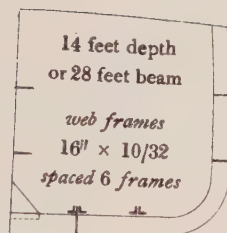
\* The depth is to be measured as specified in Art. 10.

In vessels whose beam exceeds 36 feet a vertical web plate of same thickness as bulkheads must be fitted midway between the centre line bulkhead and side of ship on each side. — Where the beam exceeds 42 feet two such webs must be fitted.



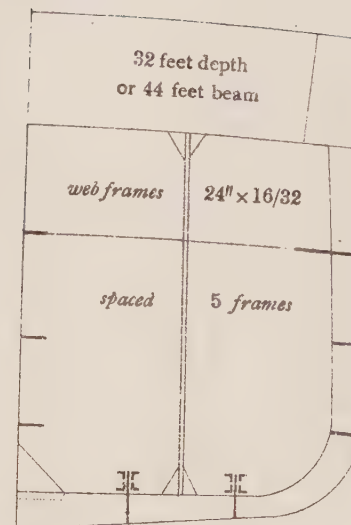
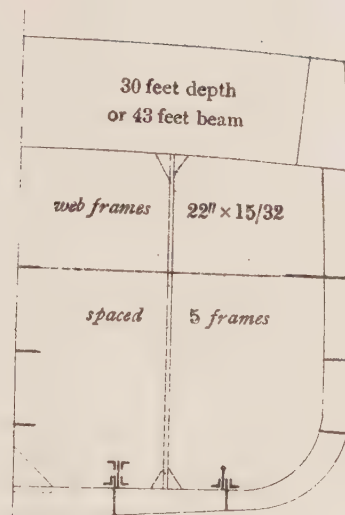
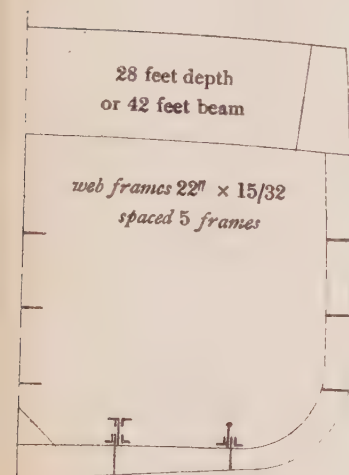


SKETCHES SHOWING THE  
STRINGERS, KEELSONS AND WEB FRAMES





ARRANGEMENT OF BEAMS,  
IN TANK VESSELS. (See ART. 36.)



N. B. — The depth to be measured to upper deck in all cases. The number of side stringers and arrangement of web frames to be regulated by the depth; the arrangement of bottom keelsons to be regulated by the breadth.

Where strong hold beams are required, they must be fitted in way of each web frame, and the side stringer in way thereof is to be increased to the width required for lower deck stringers. (Tables N<sup>o</sup> 6.)

Bulbs to be of the size required for 2<sup>d</sup> deck beams. (Tables N<sup>o</sup> 5.)

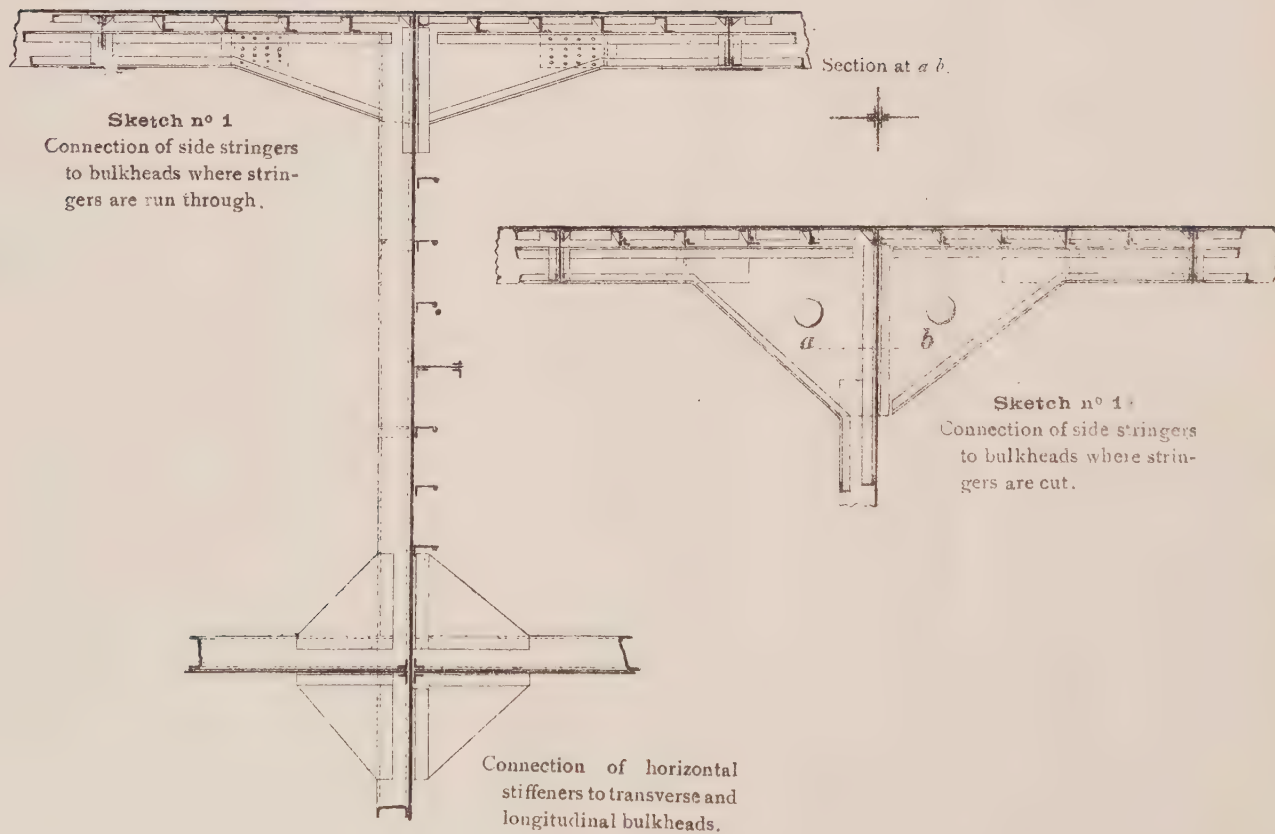
Keelson plates to be of a depth equal to twice the broader flange of the keelson bars.

Keelson bars to be of the size given in Tables N<sup>o</sup> 3.





TABLE F<sup>1</sup>.





Section at *c. d.*



Sketch n° 2

Connection of keelson bracket knees to bulkheads.



Sketch n° 3

Knees on stiffeners at oil bulkheads



Sketch n° 4

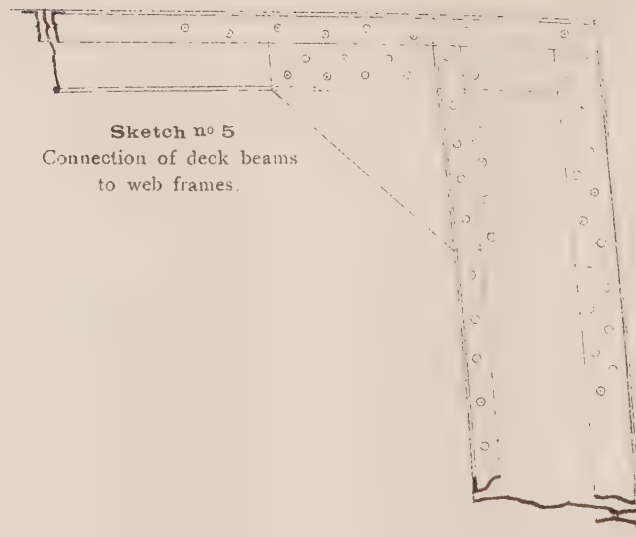
Bulkhead frame angle bar and liner.



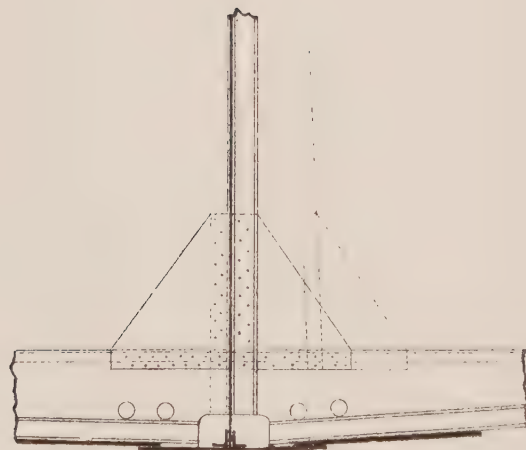




TABLE F<sup>2</sup>.



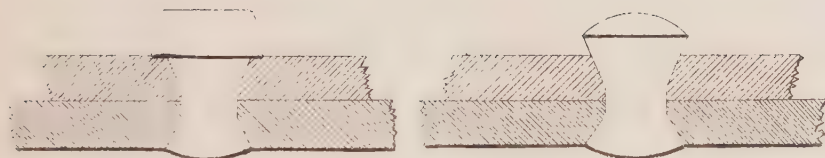
Sketch n° 5  
Connection of deck beams  
to web frames.



Sketch n° 6  
Connection of floor plates  
to centre bulkhead.

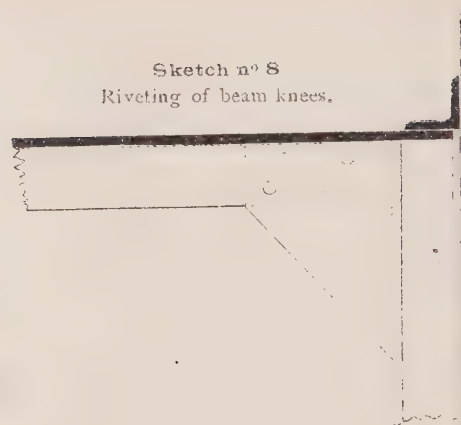


Sketch n° 7  
Brackets on floor leads.

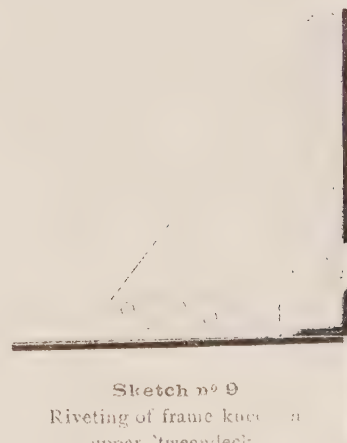


Sketch n° 10  
Different forms of rivets.

Sketch n° 8  
Riveting of beam knees.



Sketch n° 9  
Riveting of frame knee on  
upper 'tweendeck.







## RULES

## FOR THE CONSTRUCTION OF DREDGERS AND HOPPER BARGES

## ARTICLE 37

## NUMERALS.

§ 1. — The numerals are to be obtained in the same manner as for single deck vessels (see Arts. 9 & 10).

For extreme proportions the ratio of length to depth (to upper deck) may be reduced by 2.

In way of raised decks, having a height of or over 2 ft., the arrangement of beams, side stringers, and reverse frames shall be determined with reference to the depth to the raised deck.

## SCANTLINGS.

§ 2. — A reduction of 10 % from all scantlings (area of sectional material) given by the Tables will be allowed, with the following exceptions :

Keel Plate, Area of Stem and Sternposts. 15 %.

Thickness of Sheerstrake (see § 14) . . 18 %.

## FREEBOARD.

§ 3. — The freeboard will be determined with refe-

rence to the scantlings and general design of the vessel.

## KEEL.

§ 4. — As a rule, the keel to be of the flat plate type, connected to an intercostal or centre-through keelson by double angles.

In way of a hopper the continuity of strength at the centre line is to be adequately maintained by means of a girder of efficient arrangement and scantlings.

## FRAMES.

§ 5. — The frame spacing to be as required by Table N° 1.

Single frames will be admitted for the connection of bulkheads to outside plating and decks, provided the width of the flanges be sufficient for double riveting.

## REVERSE FRAMES.

§ 6. — These are to be fitted on every floor. In vessels under 10 ft. depth moulded reverse frames will be required on top of floors only.

## ART. 37. — DREDGERS

### FLOORS — HOPPERS AND WELLS

— 154 —

When the depth is 10 ft. and under 13 ft. 6 ins. alternate reverse frames shall extend to the deck.

In vessels having a depth of 13 ft. 6 ins. and under 16 ft. 6 ins. they shall extend to the deck and bilge stringer alternately; and to the deck and hold beam stringer alternately when the depth is 16 ft. 6 ins. or above.

Double reverse frames are to be fitted from bilge to bilge on each floor in way of all engines and boiler beavers.

#### FLOORS.

§ 7. — The top edge of floor plates may be horizontal from bilge to bilge.

In way of hoppers and wells the depth of floor plates may be reduced by 20 % from the depth given in Table No 2.

Knee plates of the same thickness as the floors must be fitted at every frame to connect the hopper or well side framing with the floor plate.

Larger knees or deep floors should be fitted in line with the transverse plate girders at the bottom of the hopper.

#### WEB FRAMES

§ 8. — The general arrangement of web frames is to be in accordance with Art. 16.

In dredgers web frames will be required in way of stays to the superstructure for bucket ladder.

At the bottom of the hopper in hopper barges transverse web plates, about 5 frame spaces apart, are to be fitted in order to tie together the sides of the vessel and provide an abutment for the hopper doors. These web plates are to be of the same thickness as floor plates, and stiffened with angle bars as may be required.

#### KEELSONS

§ 9. — The general arrangement of keelsons and bilge stringers to be in accordance with requirements of Art. 17.

The centre keelson, as a rule, to be of the intercostal type, with two continuous angle bars on top of the floors, and double angles to the keel plate.

Special precautions must be taken to maintain continuity of strength where keelsons or stringers may be terminated. If interrupted at a bulkhead, they should be carried through same for about 3 frame spaces.

#### HOPPERS AND WELLS.

§ 10. — The side plating of hoppers and wells to be of the same thickness as the shell side plating, with the exception of the bottom strake in wells, which is to be 20 % thicker.

The side plating of hoppers or wells may require to be scarphed to the bottom and deck plating by means

of large brackets or diaphragm plates extending about 3 frame spaces beyond the ends of the hopper or well.

The sides of a hopper are to be stiffened with angle bars of the same scantlings and spacing as the main frames, alternate ones being stiffened by web plates or by efficient diagonal struts extending from the hopper to the ships sides and well bracketed to frames and stiffeners.

The special centre line girder at the bottom of the hopper is to be efficiently stiffened with web plates and angles as may be required.

#### WATERTIGHT BULKHEADS.

§ 11. — The arrangement and construction of watertight bulkheads to be as required by Art. 23.

Bulkheads at the ends of hoppers are to extend from side to side of the vessel.

The thickness of these bulkheads to be the same as the hopper sides; and web plates are to be fitted to alternate stiffeners when the breadth of the bulkhead is less than 29 ft. 6 ins.

When the breadth of the bulkhead exceeds 29 ft. 6 ins each stiffener is to be fitted with a web plate.

Stiffeners and web plates to have knee plates at top and bottom.

Longitudinal bulkheads to be fitted with vertical stiffeners of the same scantlings and spacing as the

main frames also with horizontal stiffeners of suitable scantlings.

Diaphragm and gusset plates to be fitted to the bulkheads at the ends of raised decks. (See Art. 10 § 4.)

#### BEAMS

§ 12. — Short beams in way of hoppers may be of the scantlings required for frame angles.

In way of wells in dredgers the scantlings of the beams shall be as required for half beams in way of hatchways (Art. 16).

The sides of the vessel to be tied together at the level of the deck by means of strong plate webs or beams spaced about 5 frame spaces apart so as to correspond with the deep floors referred to in § 8. These beams to be strongly constructed of plates and angles and are to extend from side to side of the ship; or if stopped at sides of the hopper, their strength is to be continued out to the ships sides by means of deep web plates and angle bars.

Strong beams will be required in way of winches, windlasses and similar deck machinery, in way of superstructure for bucket ladder, and in the engine and boiler space.

For other requirements, the general provisions of Art. 16 are to be followed.

## ART. 37. — DREDGERS

### DECK STRINGERS AND PLATING — PUMPING. — 156 —

#### DECK STRINGERS AND PLATING.

§ 13. — In way of a hopper the deck stringer plate shall extend from the ships sides to the sides of the hopper; at the ends of the vessel it may be gradually, reduced to the width given in Table N° 6.

Its thickness for the length of the hopper shall be as given by Table N° 6 without any reduction by § 2.

At breaks of raised decks the stringer plates are to be scarphed part each other for a distance of about 4 frame spaces, and other compensation made as indicated in Art. 10.

In way of hatch openings, such as for engines and boilers, central wells of suction dredgers, etc., the deck is to be plated over between the stringer plate and side of the opening, if the length of the openings exceed 9 frame spaces.

The deck is to be plated over in way of bucket ladder framing of dredgers, and at ends of wells and hoppers.

The beams shall be plated over, with plating of the same thickness as the stringer plate, in way of bollards, winches, windlasses and other deck machinery.

If a wood deck be adopted instead of iron, the usual tie plates shall fitted as per Art. 19.

The thickness of chequered plates for decks is to be taken to the bottom of the chequer.

#### SHELL PLATING.

§ 14. — The sheerstrake may be reduced in thickness as per § 2, provided fenders are fitted at the gunwale between double angle bars of at least upper deck stringer angle scantlings, with their butts properly shifted and scarphed.

In way of the break of a raised deck the sheerstrake to be increased in thickness by  $2/32$  in.

The strake of plating adjacent to a well or hopper shall be increased by 20 % in thickness over the whole length of, and for at least 4 frame spaces beyond, the ends of the well or hopper.

#### RIVETING

§ 15. — The riveting to conform to the requirements of Art. 27, but a uniform diameter of rivet may be adopted throughout the hull. This diameter to be as required for side shell plating.

#### PILLARS

§ 16. — Pillars to be fitted under all deck machinery, and elsewhere as may be required by the Administration. For general requirements see Art. 21.

#### PUMPING

§ 17. — The pumping arrangements to be as per Art. 23, a plan of same being submitted for the approval of the Administration.



## ELECTRIC LIGHTING

## ARTICLE 38

## ELECTRIC LIGHTING

§ 1. — **DYNAMOS** to be of an approved type; continuous currents are to be preferred, and the voltage should not exceed 120. The engines should be fitted with a governor and situated in the engine room or in a separate adjacent compartment and efficiently ventilated.

§ 2. — **SWITCH BOARDS.** — The fittings on main switch board should be mounted on slate or other incombustible material, placed not far from the dynamos, and be accessible from the back if possible, unless all connections be established on the front of the switch board. From this the main circuits should be led to auxiliary switch boards for distributing the current to the various branches which may not be taken directly off a main cable.

A voltmeter for each installation and an ampèremeter for each dynamo to be supplied.

§ 3. — **LEADS** to be of copper wire having a conductivity of a least 98 %. Single wires should not be less than 20 S. W. G. with a sectional area of at least 1 square inch per 1250 ampères. The insulation on the leads should be absolutely watertight and be capable of bearing a temperature of 150°F. without being softened. All cables should have an insulation resistance of not less than 700 megohms per statute mile after 24 hours immersion in sea water at a temperature of 60° F.

If alternating currents are used the insulation must be double that required for a continuous current of same voltage.

It is recommended to test the insulation of the electric plant before proceeding on a long voyage.

Leads should be accessible. In cabins they should be laid in battens with covers screwed on; where exposed to moisture they should be lead covered, and be armoured or protected by galvanized iron casings in cargo holds or wherever liable to be injured.



Watertight packings of an approved type must be fitted where leads pass through decks or watertight bulkheads, and the leads should be carefully protected from chafing against holes in beams, etc. All bends should be as easy as possible.

§ 4.— **JOINTS** must be carefully made and insulated to the same degree as the cables and should be in places always accessible.

Resin should be employed as a flux for soldering.

In the double wire system joints in flow and return wires should not be opposite one another.

In single wire plants the joints with hull must be accessible. Large cables should be secured in a copper plate bolted to the steelwork of the hull which should be scraped bright at the contact, the area of contact being at least five times the sectional area of cables. A brass screw with non-oxidizable washer may be employed for single lamps and small cables.

§ 5. — **SWITCHES** should be made so as to act quickly and be either full on or off without remaining in an intermediate position.

They should have large rubbing surfaces and be so arranged that the friction takes off the oxide formed. A switch should be fitted to each main and branch circuit and the more important ones arranged so as not to be

tampered with by irresponsible persons. In places affected by moisture they should be fitted in watertight boxes having portable covers.

§ 6. **FUSIBLE CUT-OUTS** should be fitted as a rule at the origin of each branch circuit, and be situated close to switch, those for the larger cables being placed on the switch board. In double wire plants a cut out should be fitted the origin of each wire of each circuit. Like switches they should be placed in accessible positions and arranged so as not to be tampered with, be mounted on an incombustible base, and be fitted with a strong incombustible cover which should be watertight where exposed to moisture. They must melt with a current double the normal one i. e. at 2500 amperes per sq. in. and care must be taken to avoid mistakes in the size of fuses.

§ 7. — **LAMPS** to be of an approved pattern, strong, well insulated and efficiently secured in their sockets.

Those in machinery space must be watertight and be protected by a glass globe with wire netting.

In crew spaces, passages, holds, etc., they must be of a strong pattern efficiently protected by wire guards. Deck lamps as well as side and masthead lamps must be perfectly watertight and be fitted with detachable connections.

§ 8. — **IN OIL VESSELS** alternating current dynamos are strictly prohibited and single wire plants should not be fitted.

The insulating material must be such as not to be injured by oil or vapours.

The leads must not be run through the tanks, and no switches, cut outs or joints may be placed in pump room.

All parts of circuits or fittings where sparks might be produced must be above the tank deck and situated where no gas can accumulate.

Arc lamps may not be used and all incandescent deck and hold lamps are to be strongly protected by airtight globes with wire netting.

§ 9. — **COMPASSES.** — The following precautions are recommended in order to lessen the deflections produced by electric currents: compasses, especially the standard compass should be at least 33 ft. from any continuous current dynamo or electro motor, and 50 ft. from alternating current machines. No single wire to be nearer a compass than 16 ft.; and if this be not possible the double wire or concentric system should be adopted in the vicinity of the compass. Chronometers also should be kept at a fair distance from dynamos and leads.

The influence of electric currents on compasses must be tested when these are being adjusted, with the vessel's head in any position and with all possible

arrangements of current in the leads likely to affect the compass.

## ARTICLE 39

### OIL FUEL INSTALLATIONS.

The following rules apply to installations for burning oil fuel, having a flash point of at least 200° F. If fuel having a lower flash point be used, special arrangements should be adopted and submitted to the Administration for approval.

§ 1. — Oil fuel may be carried in the double bottom, bunkers, peaks or other suitable compartment. Such spaces shall be built as « Tanks », carefully strengthened and riveted, the requirements of Art. 36 relating to tank vessels being taken as the basis of construction. They shall be tested by a head of water as high as the upper deck, and at least 13 feet above the crown of the tank.

§ 2. — In all cases, a « settling tank » must be fitted, into which the oil shall be pumped before passing to the burners, so as to separate from it any water which may have accidentally found its way into the tanks or pipes.

§ 3. — Wells shall be formed at the ends of oil fuel

tanks in the double bottom in order to collect possible leakage of oil or water.

§ 4. — Where an oil fuel tank is adjacent to a cargo hold, proper means (preferably cofferdams) must be adopted to prevent the cargo coming in contact with the sides of the tank, and oiltight wells fitted round the tank in the cargo or machinery spaces in order to collect any leakage which might find its way through the tank bulkheads into these spaces. These wells must be at least two feet deep, be quite separate from the hold wells or bilges, and be fitted with sounding pipes and suction.

§ 5. — Where oil fuel tanks are close to boilers or uptakes, special means of insulation must be fitted between the boiler and the tank to the satisfaction of the Surveyor.

§ 6. — The pumping system to the oil tanks and wells must be totally separate from the bilge or ballast pump system.

§ 7. — All fuel tanks and cofferdams must have efficient means of ventilation in order to ensure the safe escape of dangerous gases.

§ 8. — A plan of the whole arrangements should be submitted for the approval of the Administration.

## RULES FOR REFRIGERATING MACHINERY, ETC.

## ARTICLE 40

## RULES FOR REFRIGERATING MACHINERY, ETC.

The Administration of the Bureau Veritas are prepared to issue Special Certificates to vessels having Refrigerating Machinery and Insulated Holds for carrying frozen cargoes, provided that such machinery and holds have either been constructed under the Special Survey of the Bureau Veritas, or have been surveyed after their construction and found to satisfy the requirements of the following Rules :

When the Refrigerating Machinery and Holds have been constructed under Special Survey of the Bureau Veritas the mark ✠ R. A. C. with date, will be entered in the Society's Register against the name of the vessel ; and the mark R. A. C., with date, when they have undergone survey after construction.

## RULES.

§ 1. — Refrigerating Machinery to be of an approved type, and of sufficient power to keep the cargo holds at the required temperature in a tropical climate, when working for 18 hours per day.

When the total capacity of the refrigerated spaces exceeds 70,000 cubic feet the machines to be either duplex, or in duplicate.

§ 2. — The Machine Room to be well ventilated and drained, and separated from the cargo holds by watertight bulkheads or decks.

§ 3. — Brine Circulating Pipes and Tanks should not be galvanised on the inside ; but, when they are so galvanised, the tanks, if closed, should have ventilating pipes leading to the atmosphere, and, if open, the chamber containing them to be well ventilated.

§ 4. — In the refrigerated spaces all the floors, sides

## ARTICLE 40

### REFRIGERATING MACHINERY.

— 162 —

decks, and all exposed metal, must have thorough insulation, efficiently constructed, and in good order.

Full particulars of the material and construction to be submitted for approval.

§ 5. — All trunks, pipes, &c., passing through insulated spaces to be carefully placed, secured, and insulated; and the bilge-suction pipes to have non-return valves.

§ 6. — Thermometer Tube Flanges to be so arranged that water may not enter and be frozen in the tubes.

§ 7. — Cargo battens to be fitted on the sides and bottoms of holds before the cargo to be refrigerated is loaded; those on the sides should be 2 ins. by 1 1/2 ins., and those on the bottom 2 ins. by 2 ins., with a spacing of 9 ins. to 12 ins. apart; one batten over each frame or ground.

§ 8. — Sluice Valves should not be fitted in the bulkheads of cargo holds; but, if fitted, to have non-return valves, and to be always accessible.

§ 9. — Easy examination of all bilges, roses, sluices, &c., to be provided for; and the bottom, sides, and coamings of all hatches, limbers, &c., should be coated with paint or varnish. It is also recommended that the insulation on tunnel tops, under hatches, be

protected from injury by strong battens of hard wood, so secured as to be easily removed, together with portions of the insulation itself, to allow of examination.

§ 10. — Spare gear will be required according to the list on page 147. In addition to the items enumerated, it is recommended to supply also those marked R.

### SURVEYS.

The insulation throughout all the refrigerated spaces to be carefully examined and tested *for dryness* and *fullness* by hammering and boring; and all test holes to be carefully closed up. Special attention is to be paid to those parts where dampness, is liable to accumulate, under decks and all horizontal projections and to the tunnel tops. All limber hatches to be removed, limbers cleared, and suction pipes, roses, sluices, and sounding pipes examined; and watertight doors worked. Where brine may escape to the bilges the cement to be examined at each survey.

It is recommended that the machinery be examined and tested at a home port before the cargo is fully unloaded, but in every case all the working parts of the refrigerating machinery — the pumps, steam and water pipes, tanks, condensers, coolers, coils (and



SPARE GEAR.	Single Machine.		Duplex or Two Single Machines.		SPARE GEAR.	Single Machine.		Duplex or Two Single Machines.	
	Cold Air.	Ammonia or Carbonic Anhydride	Cold Air.	Ammonia or Carbonic Anhydride		Cold Air.	Ammonia or Carbonic Anhydride	Cold Air.	Ammonia or Carbonic Anhydride
Crank Shaft with eccentric sheaves complete . . .	1	1	R	R	Compressor gland and packing complete. . . .	—	1	—	1
Piston complete with rod & nuts for each steam cylinder . . . . .	1	1	R	R	Compressor suction valve with springs and box complete. . . . .	—	1	—	1
Piston complete with rod & nuts for each air cylinder or gas compressor. . . . .	1	1	R	R	Compressor delivery valve with springs and box complete. . . . .	—	1	—	1
Set piston springs & rings for each steam cylinder and gas compressor . . . . .	—	—	1	1	Air pump bucket and rod . . . . .	R	R	R	R
Cover for each steam cylinder . . . . .	1	1	—	—	Brine pump bucket and rod . . . . .	—	1	—	1
Cover for each air compression & expansion cylinder . . . . .	1	—	1	—	Circulating pump bucket and rod. . . . .	—	R	—	R
Cover for each end of gas compressor. . . . .	—	1	—	1	Set piston springs, connecting rod brasses, etc., complete, for fan engine. . . . .	—	1	—	1
Eccentric strap and rod (each pattern) . . . . .	1	2	R	R	Set blocks for making all leather packings used . . . . .	—	1	—	1
Slide valve spindle and nuts for steam & air cylinders (each pattern) . . . . .	1	1	1	—	Gas regulating valve. . . . .	—	1	—	R
Main bearing bolts . . . . .	2	2	2	2	2 Distributing pieces with multiple branches for coils. . . . .	—	2	—	R
Pair Main bearing brasses (complete) . . . . .	R	R	R	R	2 Collecting pieces with multiple branches for coils. . . . .	—	2	—	R
Set Connecting Rod and Piston Rod Bolts . . . . .	1	1	1	1	Main and out-off valves for each steam cylinder . . . . .	R	R	—	—
Set Connecting Rod and Piston Rod Brasses . . . . .	R	R	R	R	False valve face for each pattern fitted . . . . .	R	—	—	—
Set Valves for each pattern of pump (air, circulating, feed bilge, brine). . . . .	1	1	1	1	Set 6 Tubes & 24 ferrules for condenser . . . . .	R	R	R	R
Set escape valve springs. . . . .	R	—	R	—	Set 6 Tubes for cooler & 6 for air drying chamber. . . . .	R	—	R	—
Suction springs . . . . .	50	—	20	—	Main and cut-off slide valves with spindles and nuts . . . . .	—	—	—	R
Delivery springs . . . . .	50	—	40	—	An assortment of nuts, bolts, studs, cocks, valves, packings, joint-rings, lengths and bends of piping with flanges, couplings, and screwing apparatus, to be supplied sufficient for the requirements of each installation.				
Buffer springs. . . . .	50	—	40	—					
Air valves and seats for air compressor . . . . .	1/2 set	—	1/2 set	—					
Inlet valves for air expansion cylinder . . . . .	1	—	R	—					
Outlet valves for air expansion cylinder. . . . .	1	—	R	—					
Valve face (if fitted) for air expansion cylinder. . . . .	1	—	R	—					

**Note.** — In the above Table R = Recommendet.

## ARTICLE 40

### REFRIGERATING MACHINERY

their connections), and brine pumps — opened out and examined, and the last four tested it thought necessary.

Auxiliary machinery, if fitted, to be also examined. The machinery to be afterwards tested under working conditions, and the fall of temperature and time noted.

If a further survey be required at a loading port, it will comprise an examination of the insulation and dunnage battens in the refrigerating spaces to see that they have suffered no damage since the survey at home, with a test, under working conditions, of the machinery. When the holds have been properly refrigerated, the machinery to be stopped for at least two hours and a half when brine cooling is employed, and at the end of that period the time and rise of temperature noted.

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### Fees for the Survey of Refrigerating Installations.

VOLUME OF COLD CHAMBERS IN CUBIC FEET	Survey during Construction		INSPECTION in service (every voyage) III
	CLASSED Ships I	UNCLASSED Ships II	
	£. s. d.	£. s. d.	£. s. d.
Under 40,000	4 - 0 - 0	8 - 0 - 0	2 - 0 - 0
40,000 to 60,000	5 - 0 - 0	10 - 0 - 0	2 - 10 - 0
60,000 " 80,000	6 - 0 - 0	12 - 0 - 0	3 - 0 - 0
80,000 " 100,000	7 - 0 - 0	14 - 0 - 0	3 - 10 - 0
100,000 " 120,000	8 - 0 - 0	16 - 0 - 0	4 - 0 - 0
120,000 " 140,000	9 - 0 - 0	18 - 0 - 0	4 - 10 - 0
140,000 " 160,000	10 - 0 - 0	20 - 0 - 0	5 - 0 - 0

For unclassified ships, the fees for the first survey — if it is to take, place after construction — to be charged according to column II.

Paris, 1<sup>st</sup> January 1908.

A. BERLHE DE BERLHE.

*Inspector General.*

EDMOND BAL,

*Acting Director.*

# TABLES FOR IRON



Table N° 1<sup>1</sup>. — PLATING, KEEL, STEM, STERNPOSTS, FRAME SPACING, RUDDER.

NUMBERS  L × B × D  (See ART. 9.)	BAR KEEL — STEM — STERNPOST OF SAILING VESSELS		STERN FRAME OF SCREW STEAMERS  (*)		FLAT PLATE KEEL	GARBOARD STRAKE		BOTTOM & BILGES		SIDE		SHEER- STRAKE	TOPSIDE OF PLATING OF SPARDECKS AND AWNINGDECKS	SPACING OF FRAMES		RUDDER			
	I	II	I	II		I	II	I & II	I & II	I	II			SAILING	STEAMERS	SAILING	STEAMERS		
																		Divis.	Divis.
Under 7.500	Ins. 5	Ins. × 1	Ins. 5	Ins. × 2	Ins. 32nds. 30 × 14	32nds. 11	32nds. 10	32nds. 10	32nds. 9 & 10	32nds. 9 & 10	32nds. 9	Ins. 32nds. 30 × 12	32nds. »	Ins. 20	Ins. 21	Ins. 2 1/2	Ins. 3 1/4	Ins. 1 1/4	Ins. 1 3/4
7.500 and under 12.000	5	× 1	5	× 2	30 × 15	11	10	10 & 11	10	10	9 & 10	30 × 13		20	21	2 1/2	3 1/2	1 3/8	1 7/8
12.000 » 17.500	5 1/4	× 1	5 1/4	× 2	30 × 16	12	11	11	10 & 11	10 & 11	10	30 × 14	»	20	21	2 3/4	3 1/2	1 1/2	1 7/8
17.500 » 23.500	5 1/4	× 1	5 1/4	× 2 1/4	30 × 16	12	11	11 & 12	11	11	10 & 11	30 × 15	»	20	21	3	3 3/4	1 5/8	2
23.500 » 29.500	5 1/2	× 1 1/8	5 1/2	× 2 1/2	30 × 17	13	12	12	11 & 12	11 & 12	11	30 × 16	»	20	21	3 1/4	4	1 3/4	2 1/8
29.500 » 35.500	5 3/4	× 1 1/4	5 3/4	× 2 3/4	30 × 18	14	12	12 & 13	12	12	11 & 12	31 × 16	»	21	22	3 1/2	4	1 7/8	2 1/8
35.500 » 41.500	5 3/4	× 1 3/8	5 3/4	× 3	30 × 19	15	13	13 & 14	12 & 13	12 & 13	12	31 × 16	»	21	22	3 1/2	4 1/4	1 7/8	2 1/4
41.500 » 48.000	6	× 1 1/2	6	× 3 1/4	30 × 20	15	14	14	13 & 14	13	13	31 × 17	»	21	22	3 1/2	4 1/4	2	2 3/8
48.000 » 55.000	6	× 1 5/8	6	× 3 1/2	30 × 20	16	15	14 & 15	14	14	13 & 14	32 × 17	»	21	22	3 3/4	4 1/2	2 1/8	2 1/2
55.000 » 62.000	6 1/4	× 1 3/4	6 1/4	× 3 1/2	30 × 21	16	15	15	14 & 15	14 & 15	14	32 × 18	»	22	23	4	4 3/4	2 1/4	2 5/8
62.000 » 69.000	6 1/2	× 1 7/8	6 1/2	× 3 3/4	31 × 22	17	16	15 & 16	15	15	14 & 15	32 × 18	»	22	23	1 1/4	5	2 3/8	2 3/4
69.000 » 78.000	6 3/4	× 2	6 3/4	× 4	31 × 22	17	16	16	15 & 16	15 & 16	15	32 × 19	»	22	23	1 1/4	5	2 1/2	2 3/4

When alternate thicknesses of plating are required, the thinner plating in all cases to be inside strakes.

(\*) The rudderpost may be reduced to 90 % of the tabular sectional area. (See Art. 12, § 5.)



Table N° 1<sup>st</sup>. — PLATING, KEEL, STEM, STERNPOSTS, FRAME SPACING, RUDDER.

NUMBERS  L × B × D  (See ART. 9.)	BAR KEEL		STEM		STERNPOST OF SAILING VESSELS	STERN FRAME OF SCREW STEAMERS  (*)		FLAT PLATE KEEL	GARBOARD STRAKE		BOTTOM & BILGES		SIDE		SHEER- STRAKE  TOPSIDE PLATING OF STERNPOSTS AND AWNINGDECKS	SPACING OF FRAMES		RUDDER			
	I	II	I	II		I	II		I	II	I & II	I & II	I	II		SAILING	STEAMERS	SAILING	STEAMERS		
Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.					
78.000 and under 87.000	7	× 2	7	× 4 1/4	32 × 23	17	16	16 & 17	15 & 16	16	15	33 × 20	12	22	23	1 1/2	5	2 1/2	2 3/4		
87.000 » 96.000	7 1/4	× 2 1/8	7 1/4	× 4 1/4	32 × 23	18	17	17	16	16	15 & 16	33 × 20	12	23	24	4 1/2	5 1/4	2 1/2	2 7/8		
96.000 » 105.000	7 1/2	× 2 1/4	7 1/2	× 4 1/2	33 × 24	18	17	17	16	16	15 & 16	33 × 24	12	23	24	4 3/4	5 1/2	2 5/8	3		
105.000 » 115.000	7 3/4	× 2 1/4	7 3/4	× 4 3/4	33 × 24	18	17	17 & 18	16 & 17	16 & 17	16	34 × 24	13	23	24	5	5 3/4	2 3/4	3 1/8		
115.000 » 125.000	8	× 2 3/8	8	× 5	34 × 25	19	18	18	17	17	16	34 × 24	13	23	24	5	6	2 3/4	3 1/4		
125.000 » 135.000	8 1/4	× 2 1/2	8 1/4	× 5	34 × 26	19	18	18	17	17	16 & 17	34 × 22	13	23	24	5 1/4	6	2 7/8	3 1/4		
135.000 » 150.000	8 1/2	× 2	8 1/2	× 5 1/4	35 × 26	20	18	18 & 19	17 & 18	17 & 18	17	34 × 23	14		24	5 1/2	6 1/4	3	3 3/8		
150.000 » 165.000	8 3/4	× 2 1/2	8 3/4	× 5 1/2	35 × 27	20	19	19	18 & 19	18	17 & 18	35 × 24	14		24	5 3/4	6 1/2	3 1/8	3 1/2		
165.000 » 180.000	9	× 2 5/8	9	× 5 3/4	36 × 27	21	20	20	19	19	18	35 × 24	15		24	6	6 3/4	3 1/4	3 5/8		
180.000 » 195.000	9 1/4	× 2 5/8	9 1/4	× 6	36 × 28	22	21	20 & 21	19 & 20	19 & 20	18 & 19	35 × 24	15		24	6	7	3 1/4	3 3/4		
195.000 » 210.000	9 1/2	× 2 3/4	9 3/4	× 6	36 × 27	22	21	21 & 22	20	20 & 21	19	36 × 25	16		24	6 1/4	7	3 3/8	3 3/4		
210.000 » 225.000	9 3/4	× 2 3/4	9 3/4	× 6 1/4	36 × 29	23	22	22	20 & 21	21	19 & 20	36 × 25	16		24	6 1/2	7 1/4	3 1/2	3 7/8		

When alternate thicknesses of plating are required, the thinner plating in all cases to be inside strakes.  
(\*) The rudderpost may be reduced to 90 % of the tabular sectional area. (See Art. 12, § 5.)

Table N° 1<sup>3</sup>. — PLATING, KEEL, STEM, STERNPOSTS, FRAME SPACING, RUDDER.

NUMBERS  L × B × D  (See ART. 9.)	BAR KEEL — STEM — STERNPOST OF SAILING VESSELS		STERN FRAME OF SCREW STEAMERS (*)		FLAT PLATE  KEEL	GARBOARD STRAKE		BOTTOM & BILGES		SIDE		SHEER- STRAKE	TOPSIDE OF PLATING OF SPARDECKS AND AWNINGDECKS	SPACING OF FRAMES	RUDDER			
						I	II	I	II	I	II	I & II		I & II	HEAD		HEEL AND PINTLES	
						Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.		Division.	SAILING	STEAMERS	SAILING	STEAMERS
<b>225.000 and under 240.000</b>	Ins.	Ins.	Ins.	Ins.	Ins. 32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	Ins. 32nds.	32nds.	Ins.	Ins.	Ins.	Ins.	Ins.
	10	× 2 3/4	10	× 6 1/2	36 × 29	23	22	22	20 & 21	21	20	36 × 26	16	24	6 1/2	7 1/2	3 1/2	3 7/8
<b>240.000 » 255.000</b>	10 1/4	× 2 7/8	10 1/4	× 6 1/2	36 × 30	23	22	22	21	21	20 & 21	37 × 26	16	24	6 3/4	7 3/4	3 5/8	4
<b>255.000 » 270.000</b>	10 1/4	× 2 7/8	10 1/2	× 6 3/4	36 × 30	23	22	22 & 23	21 & 22	21 & 22	21	37 × 27	16	24	7	8	3 3/4	4 1/8
<b>270.000 » 285.000</b>	10 1/2	× 3	10 3/4	× 7	36 × 31	24	23	22 & 23	21 & 22	21 & 22	21	37 × 27	17	25	7	8	3 7/8	4 1/8
<b>285.000 » 300.000</b>	10 1/2	× 3	11	× 7	36 × 32	24	23	23	22	22	21 & 22	37 × 28	17	25	7 1/4	8 1/4	3 7/8	4 1/4
<b>300.000 » 325.000</b>	10 3/4	× 3	11 1/4	× 7	36 × 32	25	»	23	»	22	»	38 × 28	17	25	7 1/2	8 1/2	3 7/8	4 3/8
<b>325.000 » 350.000</b>	10 3/4	× 3	11 1/4	× 7	36 × 33	25	»	23 & 24	»	22 & 23	»	38 × 28	18	25	7 3/4	8 1/2	4	4 3/8
<b>350.000 » 375.000</b>	11	× 3 1/8	11 1/2	× 7 1/4	36 × 33	26	»	23 & 24	»	22 & 23	»	38 × 29	18	25	7 3/4	8 3/4	4	4 1/2
<b>375.000 » 400.000</b>	11 1/4	× 3 1/8	11 3/4	× 7 1/4	36 × 33	26	»	24	»	23	»	39 × 29	19	25	8	9	4 1/8	4 1/2
<b>400.000 » 425.000</b>	11 1/2	× 3 1/4	12	× 7 1/2	36 × 34	27	»	24	»	23	»	39 × 30	19	25	8 1/4	9 1/4	4 1/4	4 5/8
<b>425.000 » 450.000</b>	11 3/4	× 3 1/4	12 1/4	× 7 1/2	36 × 34	27	»	24 & 25	»	23 & 24	»	39 × 30	20	25	8 1/2	9 1/2	4 3/8	4 3/4
<b>450.000 » 500.000</b>	12	× 3 3/8	12 1/2	× 7 3/4	36 × 34	27	»	24 & 25	»	23 & 24	»	40 × 30	20	25	8 3/4	9 3/4	4 1/2	4 7/8

When alternate thicknesses of plating are required, the thinner plating in all cases to be inside strakes.

(\*) The rudderpost may be reduced to 90 % of the tabular sectional area. (See Art. 12, § 5.)

(†) The flat plate keel to be doubled with a plate of same thickness as adjoining strake. (See Art. 11, § 4.)



Table N° 2<sup>1</sup>. — FRAMES, REVERSE FRAMES, FLOORS, BULKHEADS.

NUMBERS  B + D  (See ART. 9.)	FRAME ANGLES (ART. 13.)				REVERSE FRAMES (ART. 14.)				FLOORPLATES (ART. 15.)				BULKHEADS (ART. 23.)	
	SIZE OF ANGLES		THICKNESS		SIZE OF ANGLES		THICKNESS		DEPTH AMIDSHIPS	THICKNESS			LOWER TWO THIRDS	UPPER THIRD
			for 1/2 length amidships	at ends			for 1/2 length amidships	at ends		for 1/2 L. amidships	at ends	in E and B space		
	Ins.	Ins.	32nds.	32nds.	Ins.	Ins.	32nds.	32nds.	Ins.	32nds.	32nds.	32nds.	32nds.	32nds.
22	2 1/2	2	9	9	2	2	7	7	8	6	6	8	8	8
23	2 1/2	2	9	9	2	2	7	7	8 1/2	6	6	8	8	8
24	2 1/2	2	9	9	2	2	7	7	9	7	7	9	8	8
25	2 1/2	2 1/2	10	10	2	2	8	7	9 1/2	7	7	9	8	8
26	2 1/2	2 1/2	10	10	2	2	8	7	10	8	8	10	8	8
27	2 1/2	2 1/2	10	10	2	2	8	7	10	9	9	11	8	8
28	3	2 1/2	10	10	2 1/2	2	9	8	10 1/2	9	9	11	9	8
29	3	2 1/2	10	10	2 1/2	2	9	8	11	10	10	12	9	8
30	3	2 1/2	10	10	2 1/2	2	9	8	11 1/2	10	10	12	9	8
31	3	2 1/2	11	10	2 1/2	2	9	8	12	11	11	13	9	9
32	3	2 1/2	11	10	2 1/2	2	9	8	12	11	11	13	9	9
33	3	2 1/2	11	10	2 1/2	2	9	8	12 1/2	11	11	13	10	9
34	3	2 1/2	12	10	2 1/2	2	10	9	13	12	11	11	10	9
35	3	2 1/2	12	10	2 1/2	2	10	9	13 1/2	12	11	11	10	9

Table N<sup>o</sup> 2<sup>2</sup>. — FRAMES, REVERSE FRAMES, FLOORS, BULKHEADS.

NUMBERS  B + D  (See ART. 9.)	FRAME ANGLES (ART. 13.)				REVERSE FRAMES (ART. 14.)				FLOORPLATES (ART. 15.)				BULKHEADS (ART. 23.)	
	SIZE OF ANGLES		THICKNESS		SIZE OF ANGLES		THICKNESS		DEPTH AMIDSHIPS	THICKNESS			LOWER TWO THIRDS	UPPER THIRD
			for 1/2 length amidships	at ends			for 1/2 length amidships	at ends		for 1/2 L. amidships	at ends	in End B space		
36	Ins. 3	Ins. × 2 1/2	32nds. 12	32nds. 10	Ins. 2 1/2 × 2	Ins. 2	32nds. 11	32nds. 9	Ins. 14	32nds. 12	32nds. 11	32nds. 14	32nds. 10	32nds. 10
37		3 1/2 × 2 1/2	12	10		3 × 2	11	9	14 1/2	12	11	14	10	10
38		3 1/2 × 2 1/2	12	10		3 × 2	11	9	15	12	11	14	10	10
39		3 1/2 × 2 1/2	12	10		3 × 2	11	9	15 1/2	13	12	15	10	10
40		3 1/2 × 3	13	11		3 × 2 1/2	11	10	16	13	12	15	11	10
41		3 1/2 × 3	13	11		3 × 2 1/2	11	10	16 1/2	14	12	16	11	10
42		3 1/2 × 3	13	11		3 × 2 1/2	11	10	16 1/2	14	12	16	11	10
43		4 × 3	13	11		3 × 2 1/2	11	10	17	15	13	17	11	10
44		4 × 3	13	11		3 × 2 1/2	11	10	17 1/2	15	13	17	11	10
45		4 × 3	13	11		3 × 2 1/2	11	10	18	15	13	17	11	10
46		4 × 3	14	11		3 × 3	12	10	18 1/2	15	13	17	11	10
47		4 × 3	14	11		3 × 3	12	10	19	16	14	18	11	10
48		4 × 3	14	11		3 × 3	12	10	19 1/2	16	14	18	11	10
49		4 × 3	15	12		3 1/2 × 3	12	10	19 1/2	16	14	18	12	11



Table No 2<sup>3</sup>. — FRAMES, REVERSE FRAMES, FLOORS, BULKHEADS.

NUMBERS  B + D  (See ART. 9.)	FRAME ANGLES (ART. 13.)				REVERSE FRAMES (ART. 14.)				FLOORPLATES (ART. 15.)					BULKHEADS (ART. 23.)	
	SIZE OF ANGLES		THICKNESS		SIZE OF ANGLES		THICKNESS		DEPTH AMIDSHIPS	THICKNESS				LOWER TWO THIRDS	UPPER THIRD
			for 1/2 length amidships	at ends			for 1/2 length amidships	at ends		for 1/2 L amidships	for 1/8 L beyond	at ends	in E & B space		
	Ins.	Ins.	32nds.	32nds.	Ins.	Ins.	32nds.	32nds.	Ins.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.
50	4	× 3	15	12	3 1/2 × 3		12	10	20	16	»	14	18	12	11
51	4	× 3	15	12	3 1/2 × 3		12	10	20 1/2	16	»	14	18	12	11
52	4 1/2	× 3	15	13	3 1/2 × 3		12	10	21	16	»	14	18	12	11
53	4 1/2	× 3	15	13	3 1/2 × 3		12	10	21 1/2	17	»	15	19	12	11
54	4 1/2	× 3	15	13	3 1/2 × 3		13	11	22	17	»	15	19	12	11
55	5	× 3	16	13	3 1/2 × 3		13	11	22 1/2	17	»	15	20	13	12
57	5	× 3	16	13	3 1/2 × 3		13	11	23	17	»	15	20	13	12
59	5	× 3	16	13	3 1/2 × 3		14	11	23 1/2	18	17	16	21	13	12
61	5	× 3 1/2	16	14	4 × 3		14	11	24	18	17	16	21	13	12
63	5	× 3 1/2	16	14	4 × 3		14	11	24 1/2	18	17	16	21	14	12
65	5	× 3 1/2	16	14	4 × 3		15	12	25	19	18	17	22	14	12
67	5 1/2	× 3 1/2	17	15	4 × 3 1/2		15	12	25 1/2	19	18	17	22	14	12
69	5 1/2	× 3 1/2	17	15	4 × 3 1/2		15	12	26	19	18	17	22	14	12

Table N° 31. — KEELSONS, CEILING.

NUMBERS L × B × D (ART. 9)	GIRDER KEELSON ON TOP OF FLOORS (ART. 17.)			CENTRE THROUGH PLATE	INTERCOSTAL CENTRE KEELSON	SIDE INTERCOSTAL KEELSONS	KEELSON ANGLE BARS (ART. 17.)			WOOD CEILING (ART. 23.)
	CENTRE PLATE	TOP PLATE	FOUNDATION PLATE (*)				Ins.	Ins.	32nds.	
<b>4.000</b> and under <b>12.000</b>	Ins. 32nds. 7 × 11	Ins. 32nds. 6 × 11	Ins. 32nds. 9 × 10	32nds. 10	32nds. 9	32nds. 8	Ins. 2 1/2	Ins. 2	32nds. × 11	Ins. 2
<b>12.000</b> » <b>23.500</b>	8 × 12	6 × 12	9 × 11	11	10	9	2 1/2	2 1/2	× 11	2
<b>23.500</b> » <b>35.000</b>	9 × 14	7 × 14	11 × 12	12	11	10	3	2 1/2	× 11	2
<b>35.500</b> » <b>48.000</b>	10 × 16	8 × 16	12 × 13	13	12	11	3 1/2	2 1/2	× 12	2
<b>48.000</b> » <b>62.000</b>	11 × 17	8 × 17	12 × 14	14	13	12	3 1/2	3	× 13	2
<b>62.000</b> » <b>78.000</b>	12 × 18	9 × 18	13 × 15	15	14	13	4	3	× 14	2
<b>78.000</b> » <b>96.000</b>	13 × 19	10 × 19	14 × 16	16	15	14	4 1/2	3	× 15	2 1/2
<b>96.000</b> » <b>115.000</b>	14 × 20	10 × 20	15 × 17	17	16	15	4 1/2	3 1/2	× 15	2 1/2
<b>115.000</b> » <b>135.000</b>	15 × 21	11 × 21	16 × 18	18	17	15	5	3 1/2	× 16	2 1/2
<b>135.000</b> » <b>165.000</b>	16 × 22	11 × 22	16 × 19	19	17	16	5	4	× 16	2 1/2
<b>165.000</b> » <b>195.000</b>	17 × 23	12 × 23	17 × 20	20	18	16	5 1/2	4	× 17	2 1/2
<b>195.000</b> » <b>225.000</b>	18 × 23	12 × 23	17 × 21	21	19	17	5 1/2	4	× 18	2 1/2
<b>225.000</b> » <b>255.000</b>	19 × 24	13 × 24	18 × 22	22	20	17	6	4	× 18	2 1/2

(\*) Not required in keelsons under 18" depth. If fitted in connection with such keelsons, a proportionate reduction may be made on other parts of same.

Table N° 32. — KEELSONS, CEILING.

NUMBERS L × B × D (ART. 9.)	GIRDER KEELSON ON TOP OF FLOORS (Art. 17.)			CENTRE THROUGH PLATE	INTERCOSTAL CENTRE KEELSON	SIDE INTERCOSTAL KEELSONS	KEELSON ANGLE BARS (Art. 17.)	WOOD CEILING (ART. 28.)
	CENTRE PLATE	TOP PLATE	FOUNDATION PLATE					
255.000 and under 300.000	Ins. 32nds. 20 × 25	Ins. 32nds. 13 × 25	Ins. 32nds. 18 × 22	32nds. 22	32nds. 20	32nds. 17	Ins.    Ins.    32nds. 6    × 4    × 19	Ins. 2 1/2
300.000 » 350.000	21 × 26	13 × 26	18 × 22	22	21	18	6    × 4    × 20	2 1/2
350.000 » 400.000	22 × 27	14 × 27	19 × 22	23	21	18	6 1/2 × 4    × 20	2 1/2
400.000 » 450.000	23 × 28	14 × 28	19 × 23	23	21	18	6 1/2 × 4    × 21	2 1/2
450.000 » 525.000	24 × 28	14 × 28	19 × 23	24	22	19	6 1/2 × 4    × 21	2 1/2
525.000 » 600.000	25 × 29	14 × 29	19 × 23	24	22	19	6 1/2 × 4    × 22	2 1/2
600.000 » 675.000	26 × 29	14 × 29	19 × 24	25	23	20	6 1/2 × 4 1/2 × 22	2 1/2
675.000 » 750.000	27 × 30	14 × 30	19 × 25	26	23	20	6 1/2 × 4 1/2 × 22	2 1/2
750.000 » 825.000	28 × 30	14 × 30	20 × 26	26	24	21	6 1/2 × 4 1/2 × 23	2 1/2
825.000 » 900.000	29 × 31	14 × 31	20 × 27	27	24	21	6 1/2 × 4 1/2 × 23	2 1/2
900.000 » 975.000	30 × 31	14 × 31	20 × 27	27	25	22	6 1/2 × 4 1/2 × 23	2 1/2
975.000 » 1.050.000	31 × 32	14 × 32	20 × 28	28	26	22	6 1/2 × 4 1/2 × 24	2 1/2
1.050.000 » 1.125.000	32 × 32	14 × 32	20 × 29	29	27	22	6 1/2 × 4 1/2 × 24	2 1/2

Table N° 4. — SCANTLINGS FOR CELLULAR DOUBLE BOTTOMS.

NUMBERS L × B × D (ART. 9.)		Under 50.000	50.000 to 100.000	100.000 to 200.000	200.000 to 300.000	300.000 to 400.000	400.000 to 500.000	500.000 to 600.000	600.000 to 800.000	800.000 to 1.000.000
Tank Top	Middle strake	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.
	In holds . . .	15	16	17	18	19	20	21	22	23
	In E & B space .	17	18	19	20	21	22	23	24	25
	Other strakes									
	In holds . . .	10	12	13	14	15	16	16	17	18
	In E & B space .	13	15	16	17	18	19	19	20	21
	Margin plate . . .	12	14	15	16	17	18	18	19	20
Centre Bearer	Depth above top of keel and thickness . .	Ins. 32nds. 12 × 12	Ins. 32nds. 34 × 15	Ins. 32nds. 36 × 18	Ins. 32nds. 38 × 19	Ins. 32nds. 40 × 20	Ins. 32nds. 42 × 21	Ins. 32nds. 44 × 22	Ins. 32nds. 46 × 23	Ins. 32nds. 48 × 24
Side Bearers and floors(†)		12	13	14	15	16	17	17	18	19
Angle Bars	(*) on top of centre bearer and on margin plate.	Ins. 32nds. 3 × 3 × 12	Ins. 32nds. 3½ × 3½ × 13	Ins. 32nds. 3½ × 3½ × 15	Ins. 32nds. 3½ × 3½ × 17	Ins. 32nds. 4 × 4 × 17	Ins. 32nds. 4 × 4 × 17	Ins. 32nds. 4 × 4 × 18	Ins. 32nds. 4 × 4 × 19	Ins. 32nds. 4½ × 4½ × 19
	for all other connections . .	2½ × 2½ × 11	3 × 3 × 12	3 × 3 × 13	3 × 3 × 15	3 × 3 × 16	3 × 3 × 17	3½ × 3½ × 17	3½ × 3½ × 18	3½ × 3½ × 19

(†) Floorplates to be increased 2/32 under boiler bearers and engine seats. (Art. 25, § 5.)  
 (\*) When a flat plate keel is fitted, the centre bearer must be connected to it by two keelson angle bars. (See Tables N° 3.)

Table N° 5<sup>1</sup>. — DECK AND HOLD BEAMS.

LENGTH OF BEAM AMIDSHIPS		2d, 3d AND 4th DECK BEAMS IN ALL VESSELS UPPER DECK BEAMS in all vessels with one or two decks AND IN THREDECK SAILING VESSELS				SPAR & UPPER DECK BEAMS FOR SPARDECK VESSELS & THREDECK STEAM VESSELS				STRONG HOLD BEAMS		
		COMPOUND BEAMS		SINGLE ANGLE BEAMS ON EVERY FRAME		COMPOUND BEAMS		SINGLE ANGLE BEAMS ON EVERY FRAME		BULB	ANGLE BARS  COVERING PLATE	
		BULB	ANGLE BARS			BULB	ANGLE BARS					
Feet.	Feet.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.
12 and under	14	...	4 × 2½ × 12	...	...	...	...	...	...	...	...	...
14 »	16	...	4½ × 2½ × 12	...	...	...	...	...	...	...	...	...
16 »	18	...	4½ × 3 × 14	...	...	...	...	...	...	...	...	...
18 »	20	...	5 × 3 × 15	...	...	...	...	...	...	...	...	...
20 »	22	5 × 11	2 × 2 × 9	4 × 2½ × 11	...	...	...	6 × 12	3 × 2½ × 11	12		
22 »	24	5½ × 11	2¼ × 2¼ × 10	4 × 2½ × 12	...	...	...	6½ × 12	3 × 2½ × 12	12		
24 »	26	6 × 12	2¼ × 2¼ × 10	5 × 2½ × 12	...	...	...	7 × 14	3½ × 2½ × 12	14		
26 »	28	6½ × 13	2½ × 2½ × 10	5½ × 3 × 12	...	...	...	7½ × 15	3½ × 3 × 12	15		
28 »	30	7 × 15	2½ × 2½ × 11	5½ × 3 × 14	...	...	...	8 × 16	4 × 3 × 13	16		
30 »	32	7½ × 16	3 × 3 × 11	6 × 3 × 14	...	...	...	8½ × 16	4 × 3½ × 14	16		



Table N° 5<sup>2</sup>. — DECK AND HOLD BEAMS.

LENGTH OF BEAM AMIDSHIPS			2d, 3d AND 4th DECK BEAMS IN ALL VESSELS UPPER DECK BEAMS in all vessels with one or two decks AND IN THREEDECK SAILING VESSELS						SPAR & UPPER DECK BEAMS FOR SPARDECK VESSELS & THREEDECK STEAM VESSELS						STRONG HOLD BEAMS									
			COMPOUND BEAMS			SINGLE ANGLE BEAMS ON EVERY FRAME (*)			COMPOUND BEAMS			SINGLE ANGLE BEAMS ON EVERY FRAME (**)			BULB	ANGLE BARS	COVERING PLATE							
			BULB	ANGLE BARS		Ins.	Ins.	32nds.	Ins.	Ins.	32nds.	Ins.	Ins.	32nds.										
Feet.	Feet.		Ins. 32nds.	Ins.	Ins.	32nds.	Ins.	Ins.	32nds.	Ins. 32nds.	Ins.	Ins.	32nds.	Ins.	Ins.	32nds.	Ins. 32nds.	Ins.	Ins.	32nds.	32nds.			
32 and under	34		8	17	3	3	12	6	3	15	7	15	2 1/2	2 1/2	11	5 1/2	3	14	9	18	4	3 1/2	15	18
34	»	36	8 1/2	17	3	3	14	6	3	17	7 1/2	16	3	3	11	6	3	14	9 1/2	19	4 1/2	3 1/2	15	19
36	»	38	9	18	3 1/2	3	14	6 1/2	3	17	8	17	3	3	12	6	3	15	10	20	4 1/2	3 1/2	16	20
38	»	40	9 1/2	18	3 1/2	3 1/2	14	7	3	18	8 1/2	17	3	3	14	6	3	17	10 1/2	21	5	3 1/2	16	21
40	»	42	10	19	3 1/2	3 1/2	15	7 1/2	3	19	9	18	3 1/2	3	11	6 1/2	3	17	11	22	5	3 1/2	17	22
42	»	44	10 1/2	19	3 1/2	3 1/2	15	8	3	19	9 1/2	18	3 1/2	3 1/2	14	7	3	18	11 1/2	23	5 1/2	4	17	23
44	»	46	9 1/2	19	3 1/2	3 1/2	15	7	3	18	9	18	3 1/2	3	14	6 1/2	3	17	12	24	5 1/2	4	17	24
46	»	48	10	20	3 1/2	3 1/2	15	7 1/2	3	19	9 1/2	18	3 1/2	3 1/2	14	7	3	18	12 1/2	25	5 1/2	4	18	25
48	»	50	10 1/2	20	3 1/2	3 1/2	15	8	3	19	10	19	3 1/2	3 1/2	15	7 1/2	3	19	13	26	6	4	18	26

(\*) These beams when over 32 feet long to consist of a bulb angle.

(\*\*) These beams when over 34 feet long to consist of a bulb angle.

It is assumed that beams of 43 ft and over also those of 55 ft. and over are supported by two and three rows of pillars respectively.

Table N° 5<sup>3</sup>. — BEAMS OF POOPS, FORECASTLES, BRIDGEHOUSES & AWNINGDECKS.

BULB BEAMS.							ANGLE BEAMS.								
LENGTH OF BEAM AMIDSHIPS			DEPTH & THICKNESS OF BULB		ANGLE BARS		LENGTH OF BEAM AMIDSHIPS		ON ALTERNATE FRAMES (*)			ON EVERY FRAME (**)			
Feet 26 and under	Feet 28		Ins. 5	32nds. × 11	Ins. 2 1/4	Ins. 2 1/4	32nds. × 8	Feet 20 and under	Feet 22	Ins. 4 1/2	Ins. 2 1/2	32nds. × 12	Ins. »	Ins. »	32nds. »
28	»	30	5 1/2	× 11	2 1/4	× 2 1/4	× 9	22	»	4 1/2	× 3	× 12	»	»	»
30	»	32	5 1/2	× 11	2 1/4	× 2 1/4	× 10	24	»	5	× 3	× 12	»	»	»
32	»	34	6	× 12	2 1/2	× 2 1/2	× 10	26	»	5 1/2	× 3	× 12	»	»	»
34	»	36	6	× 12	2 1/2	× 2 1/2	× 11	28	»	5 1/2	× 3	× 14	4	× 2 1/2	× 11
36	»	38	6 1/2	× 13	2 1/2	× 2 1/2	× 12	30	»	6	× 3	× 15	4	× 2 1/2	× 12
38	»	40	7	× 14	3	× 2 1/2	× 12	32	»	6 1/2	× 3	× 17	4 1/2	× 2 1/2	× 12
40	»	42	7 1/2	× 15	3	× 3	× 12	34	»	6 1/2	× 3	× 17	5	× 2 1/2	× 12
42	»	44	8	× 16	3	× 3	× 14	36	»	6 1/2	× 3	× 18	5 1/2	× 3	× 12
44	»	46	8 1/2	× 17	3 1/2	× 3	× 14	38	»	7	× 3	× 18	5 1/2	× 3	× 13
46	»	48	9	× 18	3 1/2	× 3 1/2	× 15	*40	»	7 1/2	× 3	× 19	6	× 3	× 14
48	»	50	9 1/2	× 18	3 1/2	× 3 1/2	× 16	*42	»	8	× 3	× 19	6	× 3	× 15
							*44	»	46	8	× 3 1/2	× 20	6	× 3	× 16
							*46	»	48	8 1/2	× 3 1/2	× 20	6 1/2	× 3	× 17
							*48	»	50	9	× 3 1/2	× 21	7	× 3	× 18

(\*) These beams, when over 34 feet long, to consist of a bulb angle.  
(\*\*) These beams, when over 38 feet long, to consist of a bulb angle.  
Forecastle beams to be 1/2 in. deeper and 1/32 thicker.

Table N° 6<sup>1</sup>. — DECKS, STRINGERS AND TIES.

LENGTH OF VESSELS IN FEET				102	108	114	120	126	132	138	144	150	156	162	168	180	192	204					
				Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.				
under 9 depths . . . . .				16	18	20	20	22	24	26	25	26	28	29	28	31	34	34	34				
9 and under 10 >				17	20	22	22	24	26	28	27	29	31	33	31	35	38	38	38				
Width in inches of upper deck stringers in all vessels (awningdecks excepted).	10	>	11 >	19	22	25	24	26	29	31	30	32	34	36	35	38	42	42					
	11	>	12 >	21	24	27	26	29	31	34	33	35	37	39	38	42	46	46					
Second deck stringers in open and awningdeck vessels for half length amidships.	12	>	13 >	23	26	29	28	31	34	37	35	38	40	43	41	46	50	50					
	13	>	14 >	25	28	31	31	33	37	39	38	41	43	46	44	49	54	53					
	14	>	15 >	26	30	33	33	36	39	43	41	44	46	50	47	52	58	57					
	15	>	16 >	28	32	35	35	38	42	46	44	48	50	53	51	56	62	61					
Width of these stringers at ends . . . . .				12	12	12	13	13	14	15	15	16	16	16	18	19	21	22	22				
Width of upper and second deck ties (awningdeck excepted)				6	6	6	7	7	7	8	8	9	9	9	9	9	10	12	12				
Thickness of the above stringers and ties . . . . .				11/32 to 10/32 at ends.				12/32 to 11/32 at ends.				13/32 to 12/32				15/32 to 13/32				16/32 to 13/32		17/32 to 14/32	
Thickness of wood decks.				3 inches.												U.D. 3 1/2 ins — 2d D. 2 ins.							
Thickness of iron decks in lieu of wood				10/32												U.D. 11/32 — 2d D. 10/32							
Width of second deck stringers in two-decked vessels (3d deck in awningdeck vessels), also of awningdeck stringers for 1/2 length amidships								15	16	17	17	18	18	19	18	19	20	21	22				
Width of stringers for poops, bridgehouses and forecastles . . . . .								12	13	14	15	15	16	17	16	17	18	20	19				
Width of these stringers at ends . . . . .								10	11	12	12	12	13	14	13	14	15	16	15				
Width of ties of lower and awningdecks, poops, etc. . . . .								6	6	7	7	7	7	7	7	7	7	8	8				
Thickness of stringers and ties of lower and awningdecks.								11/32 to 10/32				12/32 to 11/32				13/32 to 12/32				15/32 to 12/32		16/32 to 13/32	
Thickness of stringers and ties of poops, forecastles & bridgehouses.								11/32 to 10/32				12/32 to 11/32											
Stringer angle bars for	{	upper deck *		3 x 3 x 12/32				3 1/2 x 3 1/2 x 12/32				3 1/2 x 3 1/2 x 14/32				4 x 4 x 15/32							
		lower and awning-deck		2 1/2 x 2 1/2 x 11/32				3 x 3 x 11/32				3 x 3 x 12/32				3 x 3 x 14/32							

\* For stringer angle bars of poops, forecastles and bridgehouses, see Art. 10, §§ 6 and 7.

LENGTH OF VESSELS IN FEET.			216		228		240		252		264		276		288	
			*		*		*		*		*		*		*	
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
under 9 depths.			37	25	39	26	42	28	41	27	44	29	47	31	50	33
Width in inches of upper deck stringers in all vessels (awningdecks excepted),	9 and under 10	»	41	27	44	29	47	31	46	31	49	33	52	35	55	36
	10	» 11	45	30	49	32	52	35	51	34	54	36	57	38	60	40
and of	11	» 12	49	33	53	35	57	38	56	37	59	39	63	42	66	44
	12	» 13	54	36	57	38	62	41	61	40	64	42	68	45	72	48
Second deck stringers in three-decked, and spar decked vessels (for half length amidships) (2nd and 3rd decks in awning-decked vessels).	13	» 14	58	39	62	41	66	44	65	43	69	46	73	48	77	51
	14	» 15	62	41	66	44	71	47	70	46	74	49	78	52	83	55
	15	» 16	66	44	71	47	76	50	75	50	79	52	83	55	89	59
Width of these stringers at ends			23		24		29		27		29		31		33	
Width of upper and second deck ties (awningdecks excepted)			13		15		16		15		16		17		18	
Thickness of these stringers and ties			17/32 reduced to 14/32 at ends.						18/32 reduced to 15/32 at ends.							
Thickness of iron decks required by rule.			One half deck 12/32				One half deck 13/32				One complete deck 13/32 to 11/32 at ends.				One deck 14/32 to 12/32	
Thickness of wood decks.			Upper deck 3 1/2 ins. — Lower decks 3 ins.						Upper deck 4 ins. — Lower decks 3 1/2 ins.							
Thickness of iron d.cks in lieu of wood			U. D. 11/32 — L. D. 10/32						Upper deck 12/32 to 11/32 at ends. — Lower decks 11/32							
Width of second deck stringers in two-decked vessels, of third deck stringers in vessels with 3 tiers of beams (4th in awningdeck vessels); also of awningdeck stringers (for 1/2 length amidships).			24		26		28		30		32		34		36	
Width of stringers for poops, bridgehouses and forecastles.			18		20		22		23		24		25		26	
Width of these stringers at ends			15		16		17		18		19		20		21	
Width of ties of lower and awningdecks, poops, bridgehouses and forecastles.			9		10		11		10		10		10		11	
Thickness of stringers and ties of lower and awningdecks also bridgehouses exceeding 60 % of the length of the vessel (††).			10/32 to 11/32						11/32 to 15/32							
Thickness of stringers and ties of poops, forecastles and bridgehouses less than 30 % of the length of the vessel (††).			12/32 to 11/32						13/32 to 12/32							
Stringer angle bars for			4 x 4 x 17/32						4 x 4 x 19/32						4 x 4 x 19/32	
lower and awning decks.			3 1/2 x 3 1/2 x 17/32						3 1/2 x 3 1/2 x 18/32							

\* Width of stringer to be applied in connection with plated decks. The first column applies to wood decks.

(†) For stringer angle bars of poops, forecastles and bridgehouses, see Art. 10, §§ 6 and 7.

(††) For bridgehouses between 30 % and 60 % of the vessels length, the thickness of stringer plate is to be found by interpolation.

Table N° 6<sup>3</sup>. — DECKS, STRINGERS AND TIES



Table N<sup>o</sup> 7. — RIVETS, LAPS AND BUTT STRAPS.

THICKNESS OF PLATES	DIAMETER OF RIVETS		BREADTH OF LAPS FOR						BREADTH of BUTTSTRAPS			REMARKS.
	FOR PLATES AND ANGLE BARS	FOR BAR KEEL, STEM AND STERNPOST	SINGLE RIVETED LANDING	DOUBLE ZIGZAG RIVETED LANDING	DOUBLE CHAIN RIVETED LANDING	DOUBLE CHAIN RIVETED BUTTS	TREBLE CHAIN RIVETED BUTTS	QUADRUPLE CHAIN RIVETED BUTTS	DOUBLE RIVETING	TREBLE RIVETING	QUADRUPLE RIVETING	
32nds. 7	16ths. 8	16ths. 12	Ins. 1 $\frac{3}{4}$	Ins. 2 $\frac{3}{4}$	Ins. 3	Ins. 3 $\frac{1}{4}$	Ins. ...	Ins. ...	Ins. ...	Ins. ...	Ins. ...	<p>Buttstraps to be 20 % thicker than the plates they unit.</p> <p>The rivets to be of the best description of fibrous iron, and in size according to the Table.</p> <p>The holes to be regularly pitched, and carefully punched opposite each other from the joint surface.</p> <p>The countersinking of the outside plating and stringers to extend through at least twothirds of the thickness of the plate; the holes not to be nearer to the edge of any plate or angle bar than the diameter of the rivet.</p> <p>Rivets in the outside plating to be laid up round the heads, to fill the holes and counter-sink, and be finished flush on the outside. The keel rivets may be left full or convex.</p> <p>For all particulars about riveting, see Art. 27.</p> <p>N.B. For the convenience of work, shipbuilders may be allowed, as an exception to the annexed Table, to use rivets of an uniform size in a vessel for plates which differ but little in thickness.</p>
8 9 10	10	14	2 $\frac{1}{4}$	3 $\frac{1}{2}$	3 $\frac{3}{4}$	4	6 $\frac{1}{4}$	...	8 $\frac{1}{4}$	12	...	
11 12 13 14 15	12	16	2 $\frac{3}{4}$	4 $\frac{1}{4}$	4 $\frac{1}{2}$	4 $\frac{3}{4}$	7 $\frac{1}{2}$	9 $\frac{3}{4}$	9 $\frac{3}{4}$	14 $\frac{1}{4}$	...	
16 17 18 19 20 21	14	18	...	4 $\frac{3}{4}$	5 $\frac{1}{4}$	5 $\frac{3}{4}$	8 $\frac{3}{4}$	11 $\frac{1}{2}$	11	16 $\frac{3}{4}$	22	
22 23 24 25 26 27 28 29	16	20	...	5 $\frac{1}{2}$	6	6 $\frac{1}{2}$	10	13	...	19	25	
30 31 32	18	20	...	6 $\frac{1}{4}$	6 $\frac{3}{4}$	7 $\frac{1}{4}$	11 $\frac{1}{4}$	14 $\frac{3}{4}$	...	...	28	



# TABLES FOR STEEL

Table N° 1<sup>1</sup>. — PLATING, KEEL, STEM, STERNPOSTS, FRAME SPACING, RUDDER.

NUMBERS L × B × D (See ART. 9.)	BAR KEEL — STEM — STERNPOST OF SAILING VESSELS		STERN FRAME OF SCREW STEAMERS (*)		FLAT PLATE KEEL	GARBOARD STRAKE		BOTTOM & BILGES		SIDE		SHEER- STRAKE	TOPSIDE PLATING OF SPARDECKS AND AWNINGS DECK	SPACING OF FRAMES		RUDDER			
						I	II	I	II	I	II			I	II	HEAD		HEEL AND PINTLES	
						Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	SAILING	STEAMERS	SAILING	STEAMERS
Under 7.500	Ins.	Ins.	Ins.	Ins.	Ins. 32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	Ins. 32nds.	32nds.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
	5	× 1	5	× 2	30 × 11	9	8	8	7 & 8	7 & 8	7	30 × 10	»	21	22	2 1/2	3 3/8	1 1/4	1 3/4
7.500 and under 12.000	5	× 1	5	× 2	30 × 12	9	8	8 & 9	8	8	7 & 8	30 × 11	»	21	22	2 5/8	3 1/2	1 3/8	1 7/8
12.000 » 17.500	5 1/4	× 1	5 1/4	× 2	30 × 13	10	9	9	8 & 9	8 & 9	8	30 × 11	»	21	22	2 3/4	3 5/8	1 1/2	1 7/8
17.500 » 23.500	5 1/4	× 1	5 1/4	× 2 1/4	30 × 13	10	9	9 & 10	9	9	8 & 9	30 × 12	»	21	22	3	3 3/4	1 5/8	2
23.500 » 29.500	5 1/2	× 1 1/8	5 1/2	× 2 1/2	30 × 14	11	10	10	9 & 10	9 & 10	9	30 × 13	»	21	22	3 1/4	4	1 3/4	2 1/8
29.500 » 35.500	5 3/4	× 1 1/4	5 3/4	× 2 3/4	30 × 15	11	10	10 & 11	10	10	9 & 10	31 × 13	»	22	23	3 1/2	4 1/8	1 7/8	2 1/8
35.500 » 41.500	5 3/4	× 1 3/8	5 3/4	× 3	30 × 16	12	11	11	10 & 11	10 & 11	10	31 × 14	»	22	23	3 1/2	4 1/4	1 7/8	2 1/4
41.500 » 48.000	6	× 1 1/2	6	× 3 1/4	30 × 16	12	11	11 & 12	11	11	10 & 11	31 × 14	»	22	23	3 5/8	4 1/4	2	2 3/8
48.000 » 55.000	6	× 1 5/8	6	× 3 1/2	30 × 16	13	12	12	11 & 12	11 & 12	11	32 × 14	»	22	23	3 3/4	4 1/2	2 1/8	2 1/2
55.000 » 62.000	6 1/4	× 1 3/4	6 1/4	× 3 1/2	30 × 17	13	12	12 & 13	12	12	11 & 12	32 × 15	»	23	24	4	4 3/4	2 1/4	2 5/8
62.000 » 69.000	6 1/2	× 1 7/8	6 1/2	× 3 3/4	31 × 18	14	13	13	12	12	11 & 12	32 × 15	»	23	24	4 1/4	5	2 3/8	2 3/4
69.000 » 78.000	6 3/4	× 2	6 3/4	× 4	31 × 18	14	13	13	12 & 13	12 & 13	12	32 × 15	»	23	24	4 1/4	5 1/8	2 1/2	2 3/4

When alternate thicknesses of plating are required, the thinner plating in all cases to be inside strakes.  
 (\*) The rudderpost may be reduced to 90 % of the tabular sectional area. (See Art. 12, § 5.)

Table No 1<sup>2</sup>. — PLATING, KEEL, STEM, STERNPOSTS, FRAME SPACING, RUDDER.

NUMBERS  L × B × D  (See ART. 9.)	BAR KEEL — STEM — STERNPOST OF SAILING VESSELS		STERN FRAME OF SCREW STEAMERS (*)		FLAT PLATE KEEL	GARBOARD STRAKE		BOTTOM & BILGES		SIDE		SHEER- STRAKE	TOPSIDE PLATING OF SPARDECKS AND AWNINGDECKS	SPACING OF FRAMES		RUDDER					
	Ins.	Ins.	Ins.	Ins.		Ins. 32nds.	32nds.	32nds.	32nds.	32nds.	32nds.			Ins. 32nds.	32nds.	Ins.	Ins.	HEAD		HEEL AND PINTLES	
																		SAILING	STEAMERS	SAILING	STEAMERS
							I	II	I	II	I & II	I & II	I	II							
							Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.						
78.000 and under 87.000	7	× 2	7	× 4 1/4	32 × 19	14	13	13 & 14	12 & 13	12 & 13	12	33 × 16	10	23	24	4 1/2	5 1/8	2 1/2	2 3/4		
87.000 » 96.000	7 1/4	× 2 1/8	7 1/4	× 4 1/4	32 × 19	15	14	14	13	13	12 & 13	33 × 16	10	24	25	4 1/2	5 1/4	2 1/2	2 7/8		
96.000 » 105.000	7 1/2	× 2 1/4	7 1/2	× 4 1/2	33 × 20	15	11	14	13 & 14	13	13	33 × 17	10	24	25	4 3/4	5 5/8	2 5/8	3		
105.000 » 115.000	7 3/4	× 2 1/4	7 3/4	× 4 3/4	33 × 20	15	11	14 & 15	13 & 14	13 & 14	13	34 × 17	11	24	25	5	5 3/4	2 3/4	3 1/8		
115.000 » 125.000	8	× 2 3/8	8	× 5	34 × 21	16	15	15	14	14	13 & 14	34 × 18	11	24	25	5 1/8	6	2 3/4	3 1/4		
125.000 » 135.000	8 1/4	× 2 1/2	8 1/4	× 5	34 × 21	16	15	15	11	14	13 & 14	34 × 18	11	24	25	5 1/4	6 1/4	2 7/8	3 1/4		
135.000 » 150.000	8 1/2	× 2 1/2	8 1/2	× 5 1/4	35 × 21	16	15	15 & 16	14 & 15	14 & 15	14	34 × 19	12	25		5 1/2	6 1/2	3	3 3/8		
150.000 » 165.000	8 3/4	× 2 1/2	8 3/4	× 5 1/2	35 × 22	17	16	16	15	15	14	35 × 20	12	25		5 3/4	6 3/4	3 1/8	3 1/2		
165.000 » 180.000	9	× 2 5/8	9	× 5 3/4	36 × 22	17	16	16 & 17	15 & 16	15 & 16	14 & 15	35 × 20	12	25		6	7	3 1/4	3 5/8		
180.000 » 195.000	9 1/4	× 2 5/8	9 1/2	× 6	36 × 23	18	17	17	16	16	15	35 × 20	13	25		6 1/4	7 1/4	3 1/4	3 3/4		
195.000 » 210.000	9 1/2	× 2 3/4	9 3/4	× 6	36 × 23	18	17	17 & 18	16 & 17	16 & 17	15 & 16	36 × 21	13	25		6 1/4	7 1/4	3 3/8	3 3/4		
210.000 » 225.000	9 3/4	× 2 3/4	9 3/4	× 6 1/4	36 × 24	19	18	18	17	17	16	36 × 21	13	25		6 1/2	7 1/2	3 1/2	3 7/8		

When alternate thicknesses of plating are required, the thinner plating in all cases to be inside strakes.  
(\*) The rudderpost may be reduced to 90 % of the tabular sectional area. (See Art. 12, § 5.)



Table N° 1<sup>3</sup>. — PLATING, KEEL, STEM, STERNPOSTS, FRAME SPACING, RUDDER.

NUMBERS  L × B × D  (See Art. 9.)	BAR KEEL — STEM — STERNPOST OF SAILING VESSELS		STERN FRAME OF SCREW STEAMERS (*)		FLAT PLATE  KEEL	GARBOARD STRAKE		BOTTOM & BILGES		SIDE		SHEER- STRAKE  TOPSIDE PLATING OF SPARDECKS AND AWNINGDECKS	SPACING OF FRAMES  I & II Division.	RUDDER				
						I	II	I	II	I	II			I & II Division.	SAILING	STEAMERS	SAILING	HEEL AND PINTLES STEAMERS
	Ins.	Ins.	Ins.	Ins.	Ins. 32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	Ins. 32nds.	32nds.	Ins.	Ins.	Ins.	Ins.	
225.000 and under 240.000	10	× 2 7/8	10	× 6 1/2	38 × 24	19	18	18	17	17	16	36 × 21	13	25	6 3/4	7 3/4	3 5/8	4
240.000 » 255.000	10 1/4	× 2 7/8	10 1/4	× 6 1/2	38 × 25	19	18	18	17	17	16 & 17	37 × 22	13	25	7	8	3 3/4	4 1/8
255.000 » 270.000	10 1/4	× 2 7/8	10 1/2	× 6 3/4	39 × 25	19	18	18 & 19	17 & 18	17 & 18	17	37 × 22	13	25	7 1/4	8 1/4	3 7/8	4 1/4
270.000 » 285.000	10 1/2	× 3	10 3/4	× 7	39 × 26	20	19	18 & 19	18	17 & 18	17	37 × 22	11	26	7 1/4	8 1/4	3 7/8	4 1/4
285.000 » 300.000	10 1/2	× 3	11	× 7	40 × 26	20	19	19	18	18	17 & 18	37 × 23	11	26	7 1/2	8 1/2	4	4 3/8
300.000 » 325.000	10 3/4	× 3	11 1/4	× 7	40 × 26	20	»	19	»	18	»	38 × 23	14	26	7 3/4	8 3/4	4	4 1/2
325.000 » 350.000	10 3/4	× 3	11 1/4	× 7	41 × 27	21	»	19 & 20	»	18 & 19	»	38 × 23	15	26	7 3/4	8 3/4	4 1/8	4 1/2
350.000 » 375.000	11	× 3 1/8	11 1/2	× 7 1/4	41 × 27	21	»	19 & 20	»	18 & 19	»	38 × 24	15	26	8	9	4 1/8	4 5/8
375.000 » 400.000	11 1/4	× 3 1/8	11 3/4	× 7 1/4	42 × 27	21	»	20	»	19	»	39 × 24	15	26	8 1/4	9 1/4	4 1/4	4 5/8
400.000 » 425.000	11 1/2	× 3 1/4	12	× 7 1/2	42 × 28	22	»	20	»	19	»	39 × 25	15	26	8 1/2	9 1/2	4 3/8	4 3/4
425.000 » 450.000	11 3/4	× 3 1/4	12 1/4	× 7 1/2	43 × 28	22	»	20 & 21	»	19 & 20	»	39 × 25	16	26	8 3/4	9 3/4	4 1/2	4 7/8
450.000 » 500.000	12	× 3 3/8	12 1/2	× 7 3/4	43 × 28 (+)	22	»	20 & 21	»	19 & 20	»	40 × 25	16	26	9	10	4 5/8	5

When alternate thicknesses of plating are required, the thinner plating in all cases to be inside strakes.

(\*) The rudderpost may be reduced to 90 % of the tabular sectional area. (See Art. 12, § 5.)

(+) The flat plate keel to be doubled with a plate of same thickness as adjoining strake. (See Art. 11, § 4.)

Table N° 14. — PLATING, KEEL, STEM, STERNPOSTS, FRAME SPACING, RUDDER.

NUMBERS  L × B × D  (See ART. 9.)	BAR KEEL — STEM — STERNPOST OF SAILING VESSELS	STERN FRAME OF SCREW STEAMERS (*)	FLAT PLATE KEEL (†)	GARBOARD STRAKE		BOTTOM & BILGES		SIDE		SHEER- STRAKE	TOPSIDE OF PLATING OF SPARDECKS AND AWNINGDECKS	SPACING OF FRAMES	RUDDER						
				I	II	I	II	I	II				I & II	I & II	I & II	HEAD		HEEL AND PINTLES	
																SAILING	STEAMERS	SAILING	STEAMERS
Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Divis.	Division.	SAILING	STEAMERS	SAILING	STEAMERS							
500.000 and under	550.000	12 × 3 1/2	12 1/2 × 8	44 × 23	23	»	24	»	20	»	40 × 26	16	27	9 1/4	10 1/4	4 5/8	5 1/8		
550.000	» 600.000	12 × 3 1/2	12 3/4 × 8	44 × 23	23	»	24 & 22	»	20 & 21	»	41 × 26	16	27	9 1/2	10 1/2	4 3/4	5 1/4		
600.000	» 650.000	12 × 3 5/8	12 3/4 × 8 1/4	45 × 23	23	»	22	»	21	»	41 × 27	17	27	9 3/4	10 3/4	4 7/8	5 3/8		
650.000	» 700.000	12 × 3 5/8	12 3/4 × 8 1/4	45 × 24	24	»	22 & 23	»	21 & 22	»	42 × 27	17	28	10	11	5	5 1/2		
700.000	» 750.000	12 × 3 3/4	13 × 8 1/2	46 × 24	24	»	22 & 23	»	21 & 22	»	42 × 28	18	28	10 1/4	11 1/4	5 1/8	5 5/8		
750.000	» 800.000	12 × 3 3/4	13 × 8 1/2	46 × 24	24	»	23	»	22	»	43 × 28	»	28	»	11 1/2	»	5 3/4		
800.000	» 850.000	12 × 3 7/8	13 1/4 × 8 3/4	47 × 25	25	»	23 & 24	»	22 & 23	»	44 × 29	»	29	»	11 3/4	»	5 7/8		
850.000	» 900.000	12 × 3 7/8	13 1/4 × 8 3/4	47 × 25	25	»	23 & 24	»	22 & 23	»	44 × 29	»	29	»	11 3/4	»	5 7/8		
900.000	» 950.000	12 × 4	13 1/2 × 9	48 × 26	26	»	24	»	23	»	45 × 29	»	30	»	12	»	6		
950.000	» 1.000.000	12 × 4	13 1/2 × 9	48 × 26	26	»	24 & 25	»	23 & 24	»	45 × 29	»	30	»	12	»	6		
1.000.000	» 1.050.000	12 × 4 1/8	13 3/4 × 9	48 × 26	26	»	25	»	24	»	46 × 30	»	30	»	12 1/4	»	6 1/8		
1.050.000	» 1.125.000	12 × 4 1/8	13 3/4 × 9 1/4	48 × 27	27	»	25 & 26	»	24 & 25	»	46 × 30	»	30	»	12 1/4	»	6 1/8		
1.125.000	» 1.200.000	12 × 4 1/4	14 × 9 1/4	48 × 27	27	»	26	»	25	»	47 × 30	»	30 1/2	»	12 1/2	»	6 1/4		
1.200.000	» 1.275.000	12 × 4 1/4	14 × 9 1/2	48 × 27	27	»	26	»	25	»	47 × 31	»	30 1/2	»	12 1/2	»	6 1/4		
1.275.000	» 1.350.000	12 × 4 3/8	14 × 9 3/4	48 × 27	27	»	26 & 27	»	25 & 26	»	48 × 31	»	30 1/2	»	12 1/2	»	6 1/4		
1.350.000	» 1.425.000	12 × 4 3/8	14 × 9 3/4	49 × 28	28	»	26 & 27	»	25 & 26	»	48 × 31	»	30 1/2	»	12 1/2	»	6 1/4		
1.425.000	» 1.500.000	12 × 4 1/2	14 × 10	48 × 28	28	»	27	»	26	»	49 × 32	»	30 1/2	»	12 3/4	»	6 1/2		
1.500.000	» 1.575.000	12 × 4 1/2	14 × 10	48 × 29	29	»	27	»	26	»	49 × 32	»	30 1/2	»	12 3/4	»	6 1/2		

When alternate thicknesses of plating are required, the thinner plating in all cases to be inside strakes.

(\*) The rudder post may be reduced to 90 % of the tabular sectional area. (See Art. 12, § 5.)

(†) The flat plate keel to be doubled with a plate of the same thickness as adjoining strake. (See Art. 11, § 4.)

Table N° 15. — THICKNESSES OF OUTSIDE PLATING AT ENDS.

Thickness of skin plates, for half the vessel's length amidships.	MINIMUM THICKNESS FOR A QUARTER OF THE LENGTH AT EACH END		REMARKS.	
	32ds			
	7	7 thirty-seconds.		For the reductions at ends of flat plate Keels, see Art. 11, § 4.
	8	8		No reduction will be allowed on the boss plates of screw steamers and the strakes below them, or on furnaced plates at bow and stern, nor more than 1/16th on the two aftermost plates on each strake from the boss to the top of propeller frame.
	9	8		
	10	9		
	11	9		
	12	10		
	13	11		
	14	12		
	15	13		
	16	14		
	17	14		
	18	15		
	19	15		
	32ds	MINIMUM THICKNESS ON THE FIRST EIGHTH OF THE VESSEL'S LENGTH beyond the half length amidships	MINIMUM THICKNESS ON THE SECOND EIGHTH OF THE VESSEL'S LENGTH	
	20	18 thirty-seconds.	16 thirty-seconds.	
	21	19	17	
	22	20	17	
	23	21	18	
	32ds	MINIMUM THICKNESS ON THE FIRST TWELFTH	MINIMUM THICKNESS ON THE SECOND TWELFTH beyond the half length amidships	MINIMUM THICKNESS ON THE THIRD TWELFTH
	24	22 thirty-seconds.	20 thirty-seconds.	18 thirty-seconds.
	25	23	21	18
	26	24	22	19
	27	25	23	19
	28	26	24	20
For thicker plates 2/32 reduction on the first twelfth, 3/32 on the second twelfth and 4/32 on the third twelfth of the vessels length beyond the half length amidships.				

Table N<sup>o</sup> 2<sup>1</sup> — FRAMES, REVERSE FRAMES, FLOORS, BULKHEADS.

NUMBERS	FRAME ANGLES (ART. 13.)						REVERSE FRAMES (ART. 14.)						FLOORPLATES (ART. 15.)				BULKHEADS (ART. 23.)	
	SIZE OF ANGLES		Thickness for 1/2 length amidships	Weight per foot	Thickness at ends	Weight per foot	SIZE OF ANGLES		Thickness for 1/2 length amidships	Weight per foot	Thickness at ends	Weight per foot	DEPTH AMIDSHIPS	THICKNESS			LOWER TWO THIRDS	UPPER THIRD
														for 1/2 L. amidships	at ends	in E and B space		
22	Ins. 2 1/2	Ins. 2	32nds. 7	lbs. 3.46	32nds. 7	lbs. 3.46	Ins. 2	Ins. 2	32nds. 6	lbs. 2.42	32nds. 6	lbs. 2.42	Ins. 8	32nds. 5	32nds. 5	32nds. 7	32nds. 7	32nds. 7
23	2 1/2	2	7	3.46	7	3.46	2	2	6	2.42	6	2.42	8 1/2	5	5	7	7	7
24	2 1/2	2	7	3.46	7	3.46	2	2	6	2.42	6	2.42	9	6	6	8	7	7
25	2 1/2	2 1/2	8	4.00	8	4.00	2	2	6	2.42	6	2.42	9 1/2	6	6	8	7	7
26	2 1/2	2 1/2	8	4.00	8	4.00	2	2	6	2.42	6	2.42	10	6	6	8	7	7
27	2 1/2	2 1/2	8	4.00	8	4.00	2	2	6	2.42	6	2.42	10	7	7	9	7	7
28	3	2 1/2	8	4.43	8	4.43	2 1/2	2	7	3.46	7	3.46	10 1/2	7	7	9	7	7
29	3	2 1/2	8	4.43	8	4.43	2 1/2	2	7	3.46	7	3.46	11	8	8	10	7	7
30	3	2 1/2	8	4.43	8	4.43	2 1/2	2	7	3.46	7	3.46	11 1/2	8	8	10	7	7
31	3	2 1/2	9	4.95	8	4.43	2 1/2	2	7	3.46	7	3.46	12	9	9	11	8	8
32	3	2 1/2	9	4.95	8	4.43	2 1/2	2	7	3.46	7	3.46	12	9	9	11	8	8
33	3	2 1/2	9	4.95	8	4.43	2 1/2	2	7	3.46	7	3.46	12 1/2	9	9	11	8	8
34	3	2 1/2	10	5.47	8	4.43	2 1/2	2	8	3.60	8	3.60	13	10	9	12	8	8
35	3	2 1/2	10	5.47	8	4.43	2 1/2	2	8	3.60	8	3.60	13 1/2	10	9	12	8	8



**Table N° 2<sup>d</sup>. — FRAMES, REVERSE FRAMES, FLOORS, BULKHEADS.**

NUMBERS	FRAME ANGLES (ART. 13.)						REVERSE FRAMES (ART. 14.)					FLOORPLATES (ART. 15.)					BULKHEADS (ART. 23.)	
	SIZE OF ANGLES		Thickness for 1/2 length amidships	Weight per foot	Thickness at ends	Weight per foot	SIZE OF ANGLES		Thickness for 1/2 length amidships	Weight per foot	Thickness at ends	Weight per foot	DEPTH AMIDSHIPS	THICKNESS			LOWER TWO THIRDS	UPPER THIRD
														for 1/2 L. amidships	at ends	in E and B space		
B + D (See ART. 9.)																		
36	Ins. 3	Ins. $\times 2\frac{1}{2}$	32nds. 10	lbs. 5.47	32nds. 8	lbs. 4.43	Ins. $2\frac{1}{2} \times 2$	Ins. 9	32nds. 9	lbs. 4.00	32nds. 8	lbs. 3.69	Ins. 11	32nds. 10	32nds. 9	32nds. 12	32nds. 8	32nds. 8
37		$3\frac{1}{2} \times 2\frac{1}{2}$	10	6.00	8	4.85	$3 \times 2$	9	9	4.48	8	4.00	$11\frac{1}{2}$	10	9	12	8	8
38		$3\frac{1}{2} \times 2\frac{1}{2}$	10	6.00	8	4.85	$3 \times 2$	9	9	4.48	8	4.00	15	10	9	12	8	8
39		$3\frac{1}{2} \times 2\frac{1}{2}$	10	6.00	8	4.85	$3 \times 2$	9	9	4.48	8	4.00	$15\frac{1}{2}$	11	10	13	8	8
40		$3\frac{1}{2} \times 3$	11	7.15	9	5.90	$3 \times 2\frac{1}{2}$	9	9	4.95	8	4.43	16	11	10	13	9	8
41		$3\frac{1}{2} \times 3$	11	7.15	9	5.90	$3 \times 2\frac{1}{2}$	9	9	4.95	8	4.43	$16\frac{1}{2}$	11	10	13	9	8
42		$3\frac{1}{2} \times 3$	11	7.15	9	5.90	$3 \times 2\frac{1}{2}$	9	9	4.95	8	4.43	$16\frac{1}{2}$	12	10	14	9	8
43		$4 \times 3$	11	7.75	9	6.38	$3 \times 2\frac{1}{2}$	9	9	4.95	8	4.43	17	12	10	14	9	8
44		$4 \times 3$	11	7.75	9	6.38	$3 \times 2\frac{1}{2}$	9	9	4.95	8	4.43	$17\frac{1}{2}$	12	10	14	9	8
45		$4 \times 3$	11	7.75	9	6.38	$3 \times 2\frac{1}{2}$	9	9	4.95	8	4.43	18	12	10	14	9	8
46		$4 \times 3$	11	7.75	9	6.38	$3 \times 3$	10	10	6.00	8	4.87	$18\frac{1}{2}$	12	10	14	9	8
47		$4 \times 3$	11	7.75	9	6.38	$3 \times 3$	10	10	6.00	8	4.87	19	13	11	15	9	8
48		$4 \times 3$	11	7.75	9	6.38	$3 \times 3$	10	10	6.00	8	4.87	$19\frac{1}{2}$	13	11	15	9	8
49		$4 \times 3$	12	8.40	10	7.06	$3\frac{1}{2} \times 3$	10	10	6.53	8	5.28	$19\frac{1}{2}$	13	11	15	10	9



Table N° 2<sup>3</sup>. — FRAMES, REVERSE FRAMES, FLOORS, BULKHEADS.

NUMBERS	FRAME ANGLES (ART. 13.)								REVERSE FRAMES (ART. 14.)					FLOORPLATES (ART. 15.)						BULKHEADS (ART. 23.)	
	SIZE OF ANGLES		Thickness for 1/2 length amidships	Weight per foot	Thickness at after end	Weight per foot	Thickness at fore end	Weight per foot	SIZE OF ANGLES		Thickness for 1/2 length amidships	Weight per foot.	Thickness at ends	Weight per foot	DEPTH AMIDSHIPS	THICKNESS				Lower two thirds	Upper third
(See ART. 9.)	Ins.	Ins.	32nds.	lbs.	32nds.	lbs.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	32nds.	lbs.		for 1/2 L amidships	for 1/8 L beyond	at ends	in E & B space	32nds.	32nds.
50	4	3	12	8.40	10	7.05	10	7.05	3 1/2	3	10	6.53	8	5.28	20	13	»	11	15	10	9
51	4	3	12	8.40	10	7.05	10	7.05	3 1/2	3	10	6.53	8	5.28	20 1/2	13	»	11	15	10	9
52	4 1/2	3	12	9.03	10	7.60	11	8.31	3 1/2	3	10	6.53	8	5.28	21	13	»	11	15	10	9
53	4 1/2	3	12	9.03	10	7.60	11	8.31	3 1/2	3	10	6.53	8	5.28	21 1/2	14	»	12	16	10	9
54	4 1/2	3	12	9.03	10	7.60	11	8.31	3 1/2	3	10	6.53	8	5.28	22	14	»	12	16	10	9
55	5	3	13	10.42	11	8.90	12	9.66	3 1/2	3	11	7.15	9	5.90	22 1/2	14	»	12	16	10	9
57	5	3	13	10.42	11	8.90	12	9.66	3 1/2	3	11	7.15	9	5.90	23	14	»	12	16	11	10
59	5	3	13	10.42	11	8.90	12	9.66	3 1/2	3	11	7.15	9	5.90	23 1/2	15	»	13	17	11	10
61	5	3 1/2	13	11.10	11	9.50	13	11.10	4	3	11	7.73	9	6.38	24	15	11	13	17	11	10
63	5	3 1/2	13	11.10	11	9.50	13	11.10	4	3	11	7.73	9	6.38	24 1/2	15	14	13	17	11	10
65	5	3 1/2	13	11.10	11	9.50	13	11.10	4	3	12	8.40	10	7.05	25	16	15	11	18	11	10
67	5 1/2	3 1/2	14	12.65	12	10.93	14	12.65	4	3 1/2	12	9.03	10	7.60	25 1/2	16	15	11	18	11	10
69	5 1/2	3 1/2	14	12.65	12	10.93	14	12.65	4	3 1/2	12	9.03	10	7.60	26	16	15	11	18	11	10

Table N° 24. — FRAMES, REVERSE FRAMES, FLOORS, BULKHEADS.

NUMBERS	FRAME ANGLES (ART. 13.)						REVERSE FRAMES (ART. 14.)						FLOORPLATES (ART. 15.)						BULKHEADS (ART. 23.)	
	SIZE OF ANGLES		Thickness for 1/2 length amidships and at fore end	Weight per foot	Thickness at after end	Weight per foot	SIZE OF ANGLES		Thickness for 1/2 length amidships	Weight per foot	Thickness at ends	Weight per foot	DEPTH AMIDSHIPS	THICKNESS				Lower two thirds	Upper third	
														for 1/2 L. amidships	for 1/8 L. beyond	at ends	in E & B space			
B + D  (See ART. 9.)	Ina.	Ins.	32nds.	lbs.	32nds.	lbs.	Ina.	Ins.	32nds.	lbs.	32nds.	lbs.	Ina.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	
71	5 1/2	3 1/2	14	12.65	12	10.93	4	3 1/2	13	9.74	11	8.30	26 1/2	17	16	15	19	11	10	
73	5 1/2	3 1/2	15	13.50	13	11.80	4	3 1/2	14	10.51	12	9.08	27	17	16	15	19	11	10	
75	5 1/2	3 1/2	15	13.50	13	11.80	4	3 1/2	14	10.51	12	9.03	27 1/2	18	17	16	20	11	10	
77	5 1/2	3 1/2	15	13.50	13	11.89	4	3 1/2	15	11.21	13	9.80	28	18	17	16	20	11	10	
79	6	3 1/2	16	15.20	14	13.43	4	3 1/2	15	11.21	13	9.80	28 1/2	18	17	16	20	11	10	
81	6	3 1/2	16	15.20	14	13.40	4	3 1/2	16	11.90	14	10.51	29	19	18	16	21	11	10	
83	6	3 1/2	16	15.20	14	13.40	4	3 1/2	16	11.90	14	10.51	29 1/2	19	18	16	21	12	11	
85	6 1/2	3 1/2	16	16.05	14	14.14	4	3 1/2	16	11.90	14	10.51	30	19	18	17	21	12	11	
87	6 1/2	3 1/2	17	17.00	15	15.10	4	3 1/2	16	11.90	14	10.51	30 1/2	19	18	17	21	12	11	
89	6 1/2	3 1/2	17	17.00	15	15.10	4	3 1/2	17	12.59	15	11.21	31	20	18	17	22	12	11	
91	7	3 1/2	17	17.90	15	15.90	4 1/2	3 1/2	17	13.49	15	12.20	31 1/2	20	18	17	22	12	11	
93	7	3 1/2	18	18.90	16	17.00	4 1/2	3 1/2	17	13.49	15	12.20	32	20	18	17	22	12	11	
95	7	3 1/2	18	18.90	16	17.00	4 1/2	3 1/2	18	14.22	16	12.75	32 1/2	20	18	17	22	12	11	
97	7	3 1/2	18	18.90	16	17.00	4 1/2	3 1/2	18	14.22	16	12.75	33	20	18	17	22	13	12	
99	8	3 1/2	18	20.92	16	18.70	4 1/2	3 1/2	18	14.22	16	12.75	33 1/2	20	18	17	22	13	12	
101	8	3 1/2	19	22.02	17	19.81	4 1/2	3 1/2	18	14.22	16	12.75	34	21	19	17	23	13	12	
103	8	3 1/2	19	22.02	17	19.81	4 1/2	3 1/2	18	14.22	16	12.75	34 1/2	21	19	17	23	13	12	
105	8	3 1/2	19	22.02	17	19.81	4 1/2	3 1/2	18	14.22	16	12.75	35	21	19	17	23	13	12	

Table No 2<sup>5</sup>. — STEEL CHANNEL, Z OR BULB ANGLE FRAMES.

NUMBERS  B + D  (SEE ART. 9.)	Channel or Z bars				Bulb angle bars				NUMBERS  B + D  (SEE ART. 9.)	Channel or Z bars				Bulb angle bars			
	DEPTH	WIDTH	MEAN THICKNESS	WEIGHT PER FOOT	DEPTH	WIDTH	MEAN THICKNESS	WEIGHT PER FOOT		DEPTH	WIDTH	MEAN THICKNESS	WEIGHT PER FOOT	DEPTH	WIDTH	MEAN THICKNESS	WEIGHT PER FOOT
Feet.	Ins.	Ins.	32nds	lbs.	Ins.	Ins.	32nds	lbs.	Feet.	Ins.	Ins.	32nds	lbs.	Ins.	Ins.	32nds	lbs.
28	3	2 1/2	8	6.35	»	»	»	»	63	5 1/2	3 1/2	14	17.21	6 1/2	3 1/2	16	18.18
31	3 1/2	2 1/2	8	6.77	»	»	»	»	67	6	3 1/2	14	17.95	7	3 1/2	16	19.25
34	3 1/2	2 1/2	9	7.56	»	»	»	»	71	6 1/2	3 1/2	15	19.93	7 1/2	3 1/2	16	20.35
37	4	2 1/2	9	8.03	4 1/2	2 1/2	12	9.77	75	7	3 1/2	15	20.77	8	3 1/2	17	22.56
40	4	3	10	9.92	4 1/2	3	13	11.10	79	7	3 1/2	16	22.00	8	3 1/2	18	23.64
43	4 1/2	3	10	10.44	5	3	13	11.96	83	7 1/2	3 1/2	17	24.16	8 1/2	3 1/2	18	24.89
46	4 1/2	3	11	11.42	5 1/2	3	13	12.83	87	7 1/2	3 1/2	18	25.46	8 1/2	3 1/2	19	26.03
49	4 1/2	3	12	12.37	5 1/2	3	14	13.64	91	8	3 1/2	18	26.42	9	3 1/2	19	27.35
52	5	3	12	13.00	6	3	14	14.57	95	8	3 1/2	20	27.09	»	»	»	»
55	5 1/2	3	13	14.70	6 1/2	3	14	15.52	99	8 1/2	3 1/2	20	30.15	»	»	»	»
59	5 1/2	3 1/2	13	16.10	6 1/2	3 1/2	15	17.22	103	9	3 1/2	20	31.21	»	»	»	»

Sections of equivalent strength will be accepted with the approval of the Administration.

In bulb angle bars the sectional area in square inches of the bulb projection beyond the side of the web shall be not less than (.01 D<sup>2</sup> + .2), D being the depth of bar in inches.

In bulb plates and T bulb bars the total sectional area in square inches of the bulb projections beyond the sides of the web shall be not less than (.01 D<sup>2</sup> + .1), D being the depth of bar in inches.

Table N° 3<sup>1</sup>. — KEELSONS, CEILING.

NUMBERS  L × B × D  (Art. 9)	GIRDER KEELSON ON TOP OF FLOORS (Art. 17.)			CENTRE THROUGH PLATE	INTERCOSTAL CENTRE KEELSON	SIDE INTERCOSTAL KEELSONS	KEELSON ANGLE BARS  (Art. 17.)	WEIGHT PER FOOT	WOOD CEILING (Art. 28.)
	CENTRE PLATE	TOP PLATE	FOUNDATION PLATE (*)						
4.000 and under 12.000	Ins. 32nds. 7 × 9	Ins. 32nds. 6 × 9	Ins. 32nds. 9 × 8	32nds. 8	32nds. 7	32nds. 6	Ins. : Ins. 32nds. 2 1/2 × 2 × 9	lbs. 4.01	Ins. 2
12.000 » 23.500	8 × 10	6 × 10	9 × 9	9	8	7	2 1/2 × 2 1/2 × 9	4.48	2
23.500 » 35.500	9 × 12	7 × 12	11 × 10	10	9	8	3 × 2 1/2 × 9	4.95	2
35.500 » 48.000	10 × 13	8 × 13	12 × 10	11	10	9	3 1/2 × 2 1/2 × 10	6.01	2
48.000 » 62.000	11 × 14	8 × 14	12 × 11	12	11	10	3 1/2 × 3 × 11	7.15	2
62.000 » 78.000	12 × 15	9 × 15	13 × 12	13	12	11	4 × 3 × 11	7.73	2
78.000 » 96.000	13 × 16	10 × 16	14 × 13	14	13	11	4 1/2 × 3 × 12	9.03	2 1/2
96.000 » 115.000	14 × 17	10 × 17	15 × 14	14	13	12	4 1/2 × 3 1/2 × 12	9.66	2 1/2
115.000 » 135.000	15 × 18	11 × 18	16 × 15	15	14	12	5 × 3 1/2 × 13	11.11	2 1/2
135.000 » 165.000	16 × 18	11 × 18	16 × 16	15	14	13	5 × 3 1/2 × 14	11.14	2 1/2
165.000 » 195.000	17 × 19	12 × 19	17 × 16	16	15	13	5 1/2 × 3 1/2 × 14	12.74	2 1/2
195.000 » 225.000	18 × 19	12 × 19	17 × 17	17	16	14	5 1/2 × 3 1/2 × 16	14.45	2 1/2
225.000 » 255.000	19 × 20	13 × 20	18 × 18	18	16	14	6 × 3 1/2 × 16	15.30	2 1/2

(\*) Not required in keelsons under 18" depth. If fitted in connection with such keelsons, a proportionate reduction may be made on other parts of same.

(\*) Not required in keelsons under 18" depth. If fitted in connection with such keelsons, a proportionate reduction may be made on other parts of same.

Table N° 3<sup>2</sup>. — KEELSONS, CEILING.

NUMBERS  L × B × D  (ART. 9.)	GIRDER KEELSON ON TOP OF FLOORS (ART. 17.)			CENTRE THROUGH PLATE	INTERCOSTAL CENTRE KEELSON	SIDE INTERCOSTAL KEELSONS	KEELSON ANGLE BARS  (ART. 17.)	WEIGHT  PER FOOT	WOOD CEILING (ART. 28.)
	CENTRE PLATE	TOP PLATE	FOUNDATION PLATE						
255.000 and under 300.000	Ins. 32nds. 20 × 21	Ins. 32nds. 13 × 21	Ins. 32nds. 18 × 18	32nds. 18	32nds. 16	32nds. 14	Ins. 6 1/2 × 3 1/2 × 16	lbs 16.15	Ins. 2 1/2
300.000 » 350.000	21 × 21	13 × 21	18 × 18	18	17	15	6 1/2 × 3 1/2 × 16	16.15	2 1/2
350.000 » 400.000	22 × 22	14 × 22	19 × 18	19	17	15	6 1/2 × 4 × 17	18.01	2 1/2
400.000 » 450.000	23 × 23	14 × 23	19 × 19	19	17	15	6 1/2 × 4 × 17	18.01	2 1/2
450.000 » 525.000	24 × 23	14 × 23	19 × 19	20	18	16	6 1/2 × 4 × 17	18.01	2 1/2
525.000 » 600.000	25 × 24	14 × 24	19 × 19	20	18	16	6 1/2 × 4 × 18	19.01	2 1/2
600.000 » 675.000	26 × 24	14 × 24	19 × 20	21	19	16	7 × 4 × 18	19.96	2 1/2
675.000 » 750.000	27 × 25	14 × 25	19 × 21	21	19	17	7 × 4 × 18	19.96	2 1/2
750.000 » 825.000	28 × 25	14 × 25	20 × 21	22	20	17	7 × 4 × 19	21.01	2 1/2
825.000 » 900.000	29 × 26	14 × 26	20 × 22	22	20	17	7 × 4 × 19	21.01	2 1/2
900.000 » 975.000	30 × 26	14 × 26	20 × 22	23	21	18	7 × 4 × 19	21.01	2 1/2
975.000 » 1.050.000	31 × 27	14 × 27	20 × 23	23	21	18	7 × 4 × 20	22.05	2 1/2
1.050.000 » 1.125.000	32 × 27	14 × 27	20 × 24	24	22	18	7 × 4 × 20	22.05	2 1/2
1.125.000 » 1.200.000	»	»	»	24	22	18	7 × 4 × 20	22.05	2 1/2
1.200.000 » 1.275.000	»	»	»	25	23	19	7 × 4 × 21	23.08	2 1/2
1.275.000 » 1.350.000	»	»	»	25	23	19	7 × 4 × 21	23.08	2 1/2
1.350.000 » 1.425.000	»	»	»	26	24	19	7 × 4 × 22	24.11	2 1/2
1.425.000 » 1.500.000	»	»	»	26	24	19	7 × 4 × 22	24.11	2 1/2



Table N° 4. — SCANTLINGS FOR CELLULAR DOUBLE BOTTOMS

NUMBERS		Under	50.000	100.000	200.000	300.000	400.000	500.000	600.000	800.000	1.000.000	1.200.000	1.400.000
L × B × D		50.000	to	to	to	to	to	to	to	to	to	to	to
(ART. 9.)			100.000	200.000	300.000	400.000	500.000	600.000	800.000	1.000.000	1.200.000	1.400.000	1.600.000
Tank Top	Middle strake	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.	32nds.
	In holds . . . .	12	14	14	15	16	17	17	18	19	20	21	22
	In E & B space.	14	16	16	17	18	19	19	20	21	22	23	24
	Other strakes	8	10	10	11	12	13	13	14	15	16	17	18
	In E & B space.	11	13	13	14	15	16	16	17	18	19	20	21
Margin plate . . . .		10	12	12	13	14	15	15	16	17	18	19	20
Centre Bearer	Depth above top of keel and thickness . . .	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.
		32 × 10	34 × 12	36 × 14	38 × 16	40 × 17	42 × 18	44 × 18	46 × 19	48 × 20	50 × 21	52 × 22	54 × 23
Side Bearers and floors (†)		10	11	11	12	13	14	14	15	16	17	18	19
Angle Bars	(*) on top of centre bearer and on margin plate.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.	Ins. 32nds.
		3 × 3 × 10 6.01 lbs	3½ × 3½ × 11 7.73 lbs	3½ × 3½ × 12 8.39 lbs	3½ × 3½ × 14 9.70 lbs	4 × 4 × 14 11.18 lbs	4 × 4 × 14 11.18 lbs	4 × 4 × 15 11.93 lbs	4 × 4 × 16 12.67 lbs	4½ × 4½ × 16 14.36 lbs	4½ × 4½ × 17 15.20 lbs	5 × 5 × 17 17.00 lbs	5 × 5 × 18 17.94 lbs
	for all other connections . . .	2½ × 2½ × 9 4.48 lbs	3 × 3 × 10 6.01 lbs	3 × 3 × 11 6.57 lbs	3 × 3 × 12 7.13 lbs	3 × 3 × 13 7.68 lbs	3 × 3 × 14 8.22 lbs	3½ × 3½ × 14 9.70 lbs	3½ × 3½ × 15 10.31 lbs	3½ × 3½ × 16 10.98 lbs	3½ × 3½ × 17 11.61 lbs	4 × 4 × 17 13.41 lbs	4 × 4 × 18 14.13 lbs

N. B. — The scantlings given in the above Table are to be maintained for half length amidships. At the ends of the vessel a reduction of from 10 % to 15 % will be allowed, with a minimum thickness of  $\frac{8}{32}$  in.

(†) Floorplates to be increased  $\frac{2}{32}$  under boiler bearers and engine seats. (Art. 25, § 5.) In double bottoms constructed with floors on every frame the intercostal side bearers are to be  $\frac{1}{16}$ th of an inch thicker than the floors in cases where only one intercostal is fitted on either side.

(\*) When a flat plate keel is fitted, the centre bearer must be connected to it by two keelson angle bars. (See Tables N° 3.)

Table N° 5. — BEAMS FOR MAIN DECK OF ALL SINGLE DECK VESSELS.

LENGTH  OF BEAM AMIDSHIPS	COMPOUND BEAMS					T BULBS				CHANNEL BEAMS				ANGLE BEAMS			WEIGHT per foot.		
	BULB			ANGLE BARS	WEIGHT per foot	DEPTH	WIDTH	THICKNESS	WEIGHT er foot	DEPTH	WIDTH	THICKNESS	WEIGHT per foot	ON  every frame. *					
	Depth	Thick ners	Weight per foot																
Feet.	Ins.	32nds.	lbs.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	32nds.	lbs.		
12 and under 14	..	..	..	4	$\times 2\frac{1}{2} \times 10$	6.53	..	..	..	..	..	..	..	..	3	$\times 2 \times 7$	3.55		
14 » 16	..	..	..	4	$\times 2\frac{1}{2} \times 11$	7.20	..	..	..	..	..	..	..	..	3	$\times 2\frac{1}{2} \times 8$	4.45		
16 » 18	..	..	..	4	$\frac{1}{2} \times 3 \times 12$	9.03	..	..	..	..	..	..	..	..	3	$\frac{1}{2} \times 2\frac{1}{2} \times 8$	4.87		
18 » 20	..	..	..	5	$\times 3 \times 12$	9.66	..	..	..	..	..	..	..	..	3	$\frac{1}{2} \times 2\frac{1}{2} \times 9$	5.45		
20 » 22	5	9	6.05	2	$\times 2 \times 7$	2.80	5	4	9	9.19	1	$2\frac{1}{2}$	10	8.86	4	$\times 2\frac{1}{2} \times 9$	5.91		
22 » 24	5	9	6.65	2	$\frac{1}{4} \times 2\frac{1}{4} \times 8$	3.55	5	$\frac{1}{2}$	4	11.72	1	$\frac{1}{2}$	$2\frac{1}{2}$	11	10.25	4	$\times 2\frac{1}{2} \times 10$	6.53	
24 » 26	6	10	7.80	2	$\frac{1}{4} \times 2\frac{1}{4} \times 8$	3.55	6	4	$\frac{1}{2}$	12	11.48	5	3	12	13.03	5	$\times 2\frac{1}{2} \times 10$	7.59	
26 » 28	6	11	9.54	2	$\frac{1}{2} \times 2\frac{1}{2} \times 8$	4.01	6	4	$\frac{1}{2}$	13	15.11	5	$\frac{1}{2}$	13	14.72	5	$\frac{1}{2} \times 3 \times 10$	8.65	
28 » 30	7	12	11.01	2	$\frac{1}{2} \times 2\frac{1}{2} \times 9$	4.48	7	5	13	17.94	6	3	14	16.50	5	$\frac{1}{2} \times 3 \times 12$	10.30		
30 » 32	8	14	14.49	3	$\times 3 \times 10$	6.61	8	5	$\frac{1}{2}$	14	21.73	7	$\frac{1}{2}$	15	19.96	6	$\times 3 \times 12$	12.84	
32 » 34	8	15	15.50	3	$\times 3 \times 12$	7.17	8	5	$\frac{1}{2}$	15	23.27	8	$3\frac{1}{2}$	15	22.34	6	$\frac{1}{2} \times 3 \times 13$	14.60	
34 » 36	9	15	18.48	3	$\frac{1}{2} \times 3 \times 12$	7.76	9	$\frac{1}{2}$	5	$\frac{1}{2}$	26.88	9	$3\frac{1}{2}$	17	26.98	7	$\times 3 \times 14$	16.46	
36 » 38	10	15	19.59	3	$\frac{1}{2} \times 3\frac{1}{2} \times 12$	8.39	10	6	16	30.85	9	$\frac{1}{2}$	$3\frac{1}{2}$	18	29.48	7	$\frac{1}{2} \times 3 \times 15$	18.49	
38 » 40	10	16	22.80	3	$\frac{1}{2} \times 3\frac{1}{2} \times 12$	8.39	10	6	18	33.12	10	$3\frac{1}{2}$	20	33.62	8	$\times 3 \times 16$	20.40		
40 » 42	11	17	24.15	3	$\frac{1}{2} \times 3\frac{1}{2} \times 14$	9.70	10	$\frac{1}{2}$	6	18	34.14	10	$\frac{1}{2}$	$3\frac{1}{2}$	21	36.37	8	$\frac{1}{2} \times 3\frac{1}{2} \times 16$	22.35
42 » 44	12	17	27.60	3	$\frac{1}{2} \times 3\frac{1}{2} \times 11$	9.70	11	6	$\frac{1}{2}$	20	39.85	11	$\frac{1}{2}$	$3\frac{1}{2}$	23	42.09	9	$\times 3\frac{1}{2} \times 18$	26.07
44 » 46	12	17	27.60	3	$\frac{1}{2} \times 3\frac{1}{2} \times 11$	9.70	11	6	$\frac{1}{2}$	20	39.85	11	$\frac{1}{2}$	$3\frac{1}{2}$	23	42.09	9	$\times 3\frac{1}{2} \times 18$	26.07
46 » 48	..	..	..	..	..	..	..	..	..	..	..	12	$3\frac{1}{2}$	14	47.02	9	$\frac{1}{2} \times 3\frac{1}{2} \times 18$	27.30	
48 » 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	$\times 3\frac{1}{2} \times 19$	29.85		

\* These beams to be bulb angles when of or over 30 feet in length.

NOTE : Quarter pillars are required in vessels of or over 44 feet in breadth.

Table N° 5<sup>1</sup>. — BEAMS FOR 2<sup>d</sup>, 3<sup>d</sup> & 4<sup>th</sup> DECK OF ALL VESSELS.

Also for UPPER DECKS of all vessels with two decks & of three-decked SAILING VESSELS.

LENGTH OF BEAM AMIDSHIPS	COMPOUND BEAMS						T BULBS				CHANNEL BEAMS				ANGLE BEAMS			WEIGHT per foot.
	BULB			ANGLE BARS	WEIGHT per foot.	DEPTH	WIDTH	THICKNESS	WEIGHT per foot.	DEPTH	WIDTH	THICKNESS	WEIGHT per foot.	ON every frame. *				
	Depth	Thickness	Weight per foot															
Feet.	Ins.	32nds.	lbs.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	32nds.	lbs.	
12 and under 14	..	..	..	4	$\times 2\frac{1}{2} \times 10$	6.53	..	..	..	..	..	..	..	..	3	$\times 2 \times 7$	3.55	
14 » 16	..	..	..	4	$\times 2\frac{1}{2} \times 11$	7.02	..	..	..	..	..	..	..	..	3	$\times 2\frac{1}{2} \times 8$	4.45	
16 » 18	..	..	..	4	$\frac{1}{2} \times 3 \times 12$	9.03	..	..	..	..	..	..	..	..	3	$\frac{1}{2} \times 2\frac{1}{2} \times 8$	4.87	
18 » 20	..	..	..	5	$\times 3 \times 12$	9.66	..	..	..	..	..	..	..	..	3	$\frac{1}{2} \times 2\frac{1}{2} \times 9$	5.45	
20 » 22	5	9	6.05	2	$\times 2 \times 7$	2.80	5	4	9	9.49	4	2 $\frac{1}{2}$	10	8.86	4	$\times 2\frac{1}{2} \times 9$	5.91	
22 » 24	5 $\frac{1}{2}$	9	6.65	2 $\frac{1}{4}$	$\times 2\frac{1}{4} \times 8$	3.55	5 $\frac{1}{2}$	4	10	11.72	4 $\frac{1}{2}$	2 $\frac{1}{2}$	11	10.25	4	$\times 2\frac{1}{2} \times 10$	6.53	
24 » 26	6	10	7.80	2 $\frac{1}{4}$	$\times 2\frac{1}{4} \times 8$	3.55	6	4 $\frac{1}{2}$	12	14.48	5	3	12	13.03	4 $\frac{1}{2}$	$\times 3 \times 10$	7.64	
26 » 28	6 $\frac{1}{2}$	11	9.51	2 $\frac{1}{2}$	$\times 2\frac{1}{2} \times 8$	4.01	6	4 $\frac{1}{2}$	13	15.11	5 $\frac{1}{2}$	3	13	11.72	5 $\frac{1}{2}$	$\times 3 \times 10$	8.65	
28 » 30	7	12	11.04	2 $\frac{1}{2}$	$\times 2\frac{1}{2} \times 9$	4.48	7	5	13	17.94	6	3	14	16.50	5 $\frac{1}{2}$	$\times 3 \times 12$	10.30	
30 » 32	7 $\frac{1}{2}$	13	12.68	3	$\times 3 \times 9$	5.43	7	5	14	19.12	7	3	14	17.98	5 $\frac{1}{2}$	$\times 3 \times 13$	11.18	
32 » 34	8	14	14.49	3	$\times 3 \times 10$	6.01	8	5 $\frac{1}{2}$	14	21.73	7 $\frac{1}{2}$	3	15	19.96	6	$\times 3 \times 12$	12.66	
34 » 36	8 $\frac{1}{2}$	14	15.50	3	$\times 3 \times 12$	7.13	8	5 $\frac{1}{2}$	15	23.27	8	3 $\frac{1}{2}$	15	22.34	6	$\times 3 \times 14$	14.76	
36 » 38	9	15	17.60	3 $\frac{1}{2}$	$\times 3 \times 12$	7.76	9	5 $\frac{1}{2}$	16	26.77	8 $\frac{1}{2}$	3 $\frac{1}{2}$	17	26.10	6 $\frac{1}{2}$	$\times 3 \times 14$	15.30	
38 » 40	9 $\frac{1}{2}$	15	18.48	3 $\frac{1}{2}$	$\times 3\frac{1}{2} \times 12$	8.39	9	5 $\frac{1}{2}$	17	28.45	9	3 $\frac{1}{2}$	18	28.00	7	$\times 3 \times 15$	17.23	

\* These beams to be bulb angles when of or over 32 feet in length.

\* These beams to be bulb angles when of or over 32 feet in length.

Table N° 5<sup>2</sup>. — BEAMS FOR 2<sup>d</sup>, 3<sup>d</sup> & 4<sup>th</sup> DECK OF ALL VESSELS.

Also for **UPPER DECKS** of all vessels with two decks and of three-decked **SAILING VESSELS**.

LENGTH  OF  BEAM AMIDSHIPS.			COMPOUND BEAMS						T BULBS				CHANNELS				** BULB ANGLE or channel beams on every frame				
			BULB			ANGLES			WEIGHT per foot	DEPTH	WIDTH	THICKNESS	WEIGHT per foot	DEPTH	WIDTH	THICKNESS	WEIGHT per foot	DEPTH	WIDTH	THICKNESS	WEIGHT per foot
			Depth	Thickness	Weight per foot																
Feet.	Feet.		Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.
40	and under	42	10	16	20.40	3 1/2	3 1/2	12	8.39	10	6	17	31.54	9 1/2	3 1/2	19	30.91	7 1/2	3	16	19.51
42	»	44	10 1/2	16	20.80	3 1/2	3 1/2	12	8.39	10	6	18	33.12	10	3 1/2	20	33.62	8	3	16	20.40
44	»	46	9 1/2	16	19.70	3 1/2	3 1/2	12	8.39	9	5 1/2	17	28.40	9	3 1/2	18	28.00	7	3	15	17.23
46	»	48	10	16	20.40	3 1/2	3 1/2	12	8.39	10	6	17	31.54	9 1/2	3 1/2	19	30.91	7 1/2	3	16	19.51
48	»	50	10 1/2	16	20.80	3 1/2	3 1/2	12	8.39	10	6	18	33.12	10	3 1/2	20	33.62	8	3	16	20.40
50	»	52	11	17	24.15	3 1/2	3 1/2	14	9.70	10 1/2	6	18	34.14	10 1/2	3 1/2	21	36.37	8 1/2	3 1/2	16	22.35
52	»	54	11 1/2	17	25.90	3 1/2	3 1/2	14	9.70	11	6	19	36.04	11	3 1/2	22	39.13	9	3 1/2	17	24.50
54	»	56	12	17	27.60	3 1/2	3 1/2	14	9.70	11	6 1/2	20	39.85	11 1/2	3 1/2	23	42.09	9	3 1/2	18	26.07
56	»	58	..	..	...	..	..	..	..	..	..	..	..	11	3 1/2	22	39.13	8	3 1/2	16	23.83
58	»	60	..	..	...	..	..	..	..	..	..	..	..	11 1/2	3 1/2	23	42.09	8	3 1/2	17	25.32
60	»	62	..	..	...	..	..	..	..	..	..	..	..	12	3 1/2	24	47.02	8 1/2	3 1/2	17	26.10
62	»	64	..	..	...	..	..	..	..	..	..	..	..	..	..	..	..	8 1/2	3 1/2	18	27.63
64	»	66	..	..	...	..	..	..	..	..	..	..	..	..	..	..	..	9	3 1/2	18	28.00
66	»	68	..	..	...	..	..	..	..	..	..	..	..	..	..	..	..	9	3 1/2	19	29.55

\*\* These beams to be of channel section when of or over 56 feet in length.

NOTE. — Quarter pillars are required in vessels of or over 44 feet in breadth, additional ones being required when of or over 56 feet in breadth. (See Art. 21.)



Table N° 53. — UPPER DECK BEAMS FOR ALL SPARDECKED VESSELS AND THREE DECKED STEAM VESSELS,

LENGTH  OF  BEAM AMIDSHIPS		COMPOUND BEAMS						T BULBS				CHANNEL BEAMS				BEAMS on every frame				
		BULB			ANGLE BARS	WEIGHT per foot.	DEPTH	WIDTH	THICKNESS	WEIGHT per foot	DEPTH	WIDTH	THICKNESS	WEIGHT per foot	*	WEIGHT per foot				
		Depth	Thickness	Weight per foot																
Feet.	Feet	Inch.	32nds	Lbs.	Inch.	Inch.	32nds.	Lbs.	Inch.	Inch.	32nds.	Lbs.	Inch.	Inch.	32nds.	Lbs.	Inch.	Inch.	32nds.	Lbs.
31	33	7	12	11.21	2 1/2	2 1/2	9	4.18	7	5	13	17.91	6	3	14	16.50	5 1/2	3	12	10.30
33	35	7 1/2	13	12.68	3	3	9	5.43	7	5	14	19.12	7	3	14	17.98	6	3	12	10.93
35	37	8	14	14.49	3	3	10	6.01	8	5 1/2	14	21.73	7 1/2	3	15	19.96	6	3	12	12.06
37	39	8 1/2	11	15.50	3	3	12	7.17	8	5 1/2	15	23.27	8	3 1/2	15	22.34	6	3	14	14.76
39	41	9	15	17.60	3 1/2	3	12	7.76	9	5 1/2	16	26.77	8 1/2	3 1/2	17	26.10	6 1/2	3	14	15.30
41	43	9 1/2	15	18.48	3 1/2	3 1/2	12	8.39	9	5 1/2	17	28.45	9	3 1/2	18	28.00	7	3	15	17.23
43	45	9	15	17.60	3 1/2	3	12	7.76	9	5 1/2	16	26.77	8 1/2	3 1/2	17	26.10	6 1/2	3	14	15.30
45	47	9 1/2	15	18.48	3 1/2	3 1/2	12	8.39	9	5 1/2	17	28.45	9	3 1/2	18	28.00	7	3	15	17.23
47	49	10	16	20.40	3 1/2	3 1/2	12	8.39	10	6	17	31.51	9 1/2	3 1/2	19	30.01	7 1/2	3	16	19.51
49	51	10 1/2	16	20.80	3 1/2	3 1/2	12	8.39	10	6	18	33.12	10	3 1/2	20	33.62	8	3	16	20.40
51	53	11	17	24.15	3 1/2	3 1/2	14	9.75	10 1/2	6	18	34.11	10 1/2	3 1/2	21	36.37	8 1/2	3 1/2	16	22.35
53	55	11 1/2	17	25.90	3 1/2	3 1/2	14	9.75	11	6	19	36.04	11	3 1/2	22	39.13	9	3 1/2	17	24.50
55	57	11	17	24.15	3 1/2	3 1/2	14	9.75	10 1/2	6	18	34.11	10 1/2	3 1/2	21	36.37	8 1/2	3 1/2	16	22.35
57	59	11 1/2	17	25.90	3 1/2	3 1/2	14	9.75	11	6	19	37.10	11	3 1/2	22	39.13	9	3 1/2	17	24.50
59	61	»	»	»	»	»	»	»	»	»	»	»	11 1/2	3 1/2	23	42.09	8	3 1/2	17	25.32
61	63	»	»	»	»	»	»	»	»	»	»	»	12	3 1/2	24	47.02	8 1/2	3 1/2	17	25.10
63	65	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	8 1/2	3 1/2	18	27.63
65	67	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	9	3 1/2	19	29.55

\* These beams when of or over 35 feet in length to be bulb angles, and channels when of or over 59 feet.

† Beams of 43 ft. and over also these of 55 ft. and over are supported by two and three rows of pillars respectively.



Table N° 5<sup>1</sup>. — STRONG HOLD BEAMS.

LENGTH OF BEAM AMIDSHIPS			COMPOUND BEAMS						DOUBLE CHANNEL BEAMS				COVERING	
			BULB			ANGLE BARS	Weight per foot.	DEPTH	WIDTH	THICKNESS	Weight of one channel per foot.	PLATE		
			Depth	Thickness	Weight per foot									
Feet.		Feet.	Ins.	32nds	lbs	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs per foot.	32nds.
20	and under	22	6	10	7.80	3	× 2 1/2	× 9	4.95	»	»	»	»	10
22	»	24	6 1/2	10	8.68	3	× 2 1/2	× 10	5.17	»	»	»	»	10
24	»	26	7	12	11.04	3 1/2	× 2 1/2	× 10	6.01	»	»	»	»	12
26	»	28	7 1/2	12	11.71	3 1/2	× 3	× 10	6.53	»	»	»	»	12
28	»	30	8	13	13.46	4	× 3	× 10	7.06	*7	3	15	19.26	14
30	»	32	8 1/2	13	16.61	4	× 3	× 12	8.40	*7 1/2	3	16	21.29	14
32	»	34	9	15	17.60	4	× 3 1/2	× 12	8.70	*8	3 1/2	16	23.82	15
34	»	36	9 1/2	15	18.48	4 1/2	× 3 1/2	× 12	9.33	*9	3 1/2	16	25.39	15
36	»	38	10	17	21.68	4 1/2	× 3 1/2	× 14	10.77	*9 1/2	3 1/2	17	27.88	17
38	»	40	10 1/2	17	22.11	5	× 3 1/2	× 14	11.92	*10	3 1/2	18	30.34	17
40	»	42	11	19	26.53	5	× 3 1/2	× 14	11.92	*10	3 1/2	20	33.62	19
42	»	44	11 1/2	19	27.58	6	× 3 1/2	× 14	13.48	*10	3 1/2	22	36.98	19
44	»	46	12	20	30.30	6	× 3 1/2	× 14	13.48	†10	3 1/2	18	30.34	20
46	»	48	12 1/2	20	32.33	6	× 3 1/2	× 15	14.39	†10 1/2	3 1/2	19	33.21	20
48	»	50	13	22	36.34	6	× 4	× 15	15.21	†10 1/2	3 1/2	20	34.94	22
50	»	52	13 1/2	22	37.63	6	× 4	× 16	16.00	* These beams need not be fitted with covering plate. † With covering plate top and bottom.				22

Table N° 5<sup>5</sup>. — BEAMS OF AWNINGDECKS, POOPS, FORECASTLES AND BRIDGEHOUSES.

LENGTH OF BEAM AMIDSHIPS	ANGLE BEAMS								COMPOUND BEAMS								T BULB BEAMS				CHANNEL BEAMS								
	ON ALTERNATE FRAMES *				WEIGHT PER FOOT	ON EVERY FRAME **				WEIGHT PER FOOT	BULB				WEIGHT PER FOOT	ANGLE BARS				WEIGHT PER FOOT	DEP TH	WIDTH	THICKNESS	WEIGHT PER FOOT	DEP TH	WIDTH	THICKNESS	WEIGHT PER FOOT	
	DEPTH	THICKNESS	WEIGHT PER FOOT			DEPTH	THICKNESS	WEIGHT PER FOOT			DEPTH	THICKNESS	WEIGHT PER FOOT			DEPTH	THICKNESS	WEIGHT PER FOOT											
Feet.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.	Ins.	Ins.	32nds.	lbs.		
20 and under 22	4	×	3	×	10	7.11	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»		
22 » 24	4 1/2	×	3	×	10	7.59	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»		
24 » 26	5	×	3	×	10	8.12	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»		
26 » 28	5 1/2	×	3	×	10	8.65	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»		
28 » 30	5 1/2	×	3	×	12	10.30	4	×	2 1/2	×	9	5.91	5 1/2	9	6.65	2 1/4	×	2 1/4	×	7	2.80	5	4	9	9.19	4	2 1/2	9	8.03
30 » 32	5 1/2	×	3	×	13	11.48	4	×	2 1/2	×	10	6.53	5 1/2	9	6.65	2 1/4	×	2 1/4	×	8	3.55	5 1/2	4	9	10.55	4	2 1/2	10	8.86
32 » 34	6	×	3	×	13	13.71	4	×	2 1/2	×	11	7.20	6	10	7.80	2 1/2	×	2 1/2	×	8	3.98	6	4 1/2	11	13.21	4 1/2	3	12	12.14
34 » 36	6 1/2	×	3	×	14	15.56	4 1/2	×	3	×	10	7.64	6	10	7.80	2 1/2	×	2 1/2	×	8	4.01	6	4 1/2	12	14.41	5	3	12	13.03
36 » 38	6 1/2	×	3	×	15	16.41	5	×	3	×	10	8.17	6 1/2	11	8.68	2 1/2	×	2 1/2	×	8	4.01	6	4 1/2	13	15.44	5 1/2	3	13	14.72
38 » 40	7	×	3	×	15	17.45	5 1/2	×	3	×	11	9.53	7	12	9.54	2 1/2	×	2 1/2	×	9	4.18	7	5	13	17.91	6	3	14	16.50
40 » 42	7 1/2	×	3	×	16	19.51	5 1/2	×	3	×	13	11.18	7 1/2	13	12.63	3	×	3	×	9	5.43	7	5	14	19.12	7	3	14	17.98
42 » 44	8 1/2	×	3	×	16	21.77	6	×	3	×	12	12.66	8	14	14.19	3	×	3	×	10	6.01	8	5 1/2	14	21.73	7 1/2	3	15	19.96
44 » 46	9	×	3 1/2	×	17	24.97	6	×	3	×	14	14.76	8 1/2	14	15.50	3	×	3	×	12	7.13	8	5 1/2	15	23.27	8	3 1/2	15	22.34
46 » 48	9	×	3 1/2	×	18	26.10	6 1/2	×	3	×	14	15.30	9	15	17.60	3 1/2	×	3	×	12	7.71	9	5 1/2	16	26.77	8 1/2	3 1/2	17	26.10
48 » 50	10	×	3 1/2	×	19	30.00	7	×	3	×	15	17.23	9 1/2	15	18.48	3 1/2	×	3 1/2	×	12	8.20	9	5 1/2	17	28.15	9	3 1/2	18	28.00
50 » 52	10	×	3 1/2	×	20	31.50	7 1/2	×	3	×	15	18.50	9 1/2	16	19.71	3 1/2	×	3 1/2	×	14	9.75	9	5 1/2	18	30.12	9	3 1/2	19	29.55
52 » 54	»	»	»	»	»	7 1/2	×	3	×	16	19.51	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»
54 » 56	»	»	»	»	»	8	×	3	×	16	20.40	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»
56 » 58	»	»	»	»	»	8	×	3 1/2	×	16	21.21	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»
58 » 60	»	»	»	»	»	8 1/2	×	3 1/2	×	16	22.35	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»
60 » 62	»	»	»	»	»	8 1/2	×	3 1/2	×	17	23.75	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»
62 » 64	»	»	»	»	»	9	×	3 1/2	×	17	24.50	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»
64 » 66	»	»	»	»	»	9	×	3 1/2	×	18	26.07	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»	»

\* These beams to be of bulb angle when over 32 feet long.

\*\* These beams to be of bulb angle when over 42 feet long. Forecastle beams to be 1/2 in deeper and 1/32 thicker.

Table N° 61. — DECKS, STRINGERS AND TIES.

LENGTH OF VESSELS IN FEET				102	108	114	120	126	132	138	144	150	156	162	168	180	192	204							
Width in inches of upper deck stringers in all vessels (awningdecks excepted)	and of	under 9 depths.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.							
		9 and under 10	16	18	20	20	22	24	26	28	27	29	31	33	31	35	38	38							
		10	17	20	22	22	24	26	29	31	30	32	34	36	35	38	42	42							
		11	19	22	25	24	26	29	31	34	33	35	37	39	38	42	46	46							
		12	21	24	27	26	29	31	34	37	35	38	40	43	41	46	50	50							
		13	23	26	29	28	31	34	37	39	38	41	43	46	44	49	54	53							
Second deck stringers in spar and awningdeck vessels (for half length amidships,		14	25	28	31	31	33	37	39	38	41	43	46	44	49	54	53								
		15	26	30	33	33	36	39	43	41	44	46	50	47	52	58	57								
			15	28	32	35	35	38	42	46	44	48	50	53	51	56	62	61							
Width of these stringers at ends			12	12	12	13	13	14	15	15	16	16	16	16	18	19	21	22							
Width of upper and second deck ties (awningdecks excepted)			6	6	6	7	7	7	8	8	9	9	9	9	9	9	10	10							
Thickness of the above stringers and ties			9/32 red. to 8/32 at ends.						10/32 red. to 9/32 at ends.				11/32 red. to 9/32				12/32 red. to 10/32				13/32 red. to 11/32		14/32 to 12/32		
Thickness of wood decks			3 inches.												U.D. 3 1/2 ins — 2d D. 3 ins.										
Thickness of steel decks in lieu of wood			8/32												U.D. 9/32 — 2d D. 8/32										
Width of second deck stringers in two-decked vessels (3d deck in awningdeck vessels), also of awningdeck stringers for 1/2 length amidships							15	17	18	19	17	18	19	18	19	20	21	22							
Width of stringers for poops, bridgehouses and forecastles							12	13	14	15	12	14	11	11	11	15	17	16							
Width of these stringers at ends							10	11	12	13	12	12	12	11	12	13	14	15							
Width of ties of lower and awningdecks, poops, etc.							6	6	7	7	7	7	7	7	7	7	8	8							
Thickness of stringers and ties			of lower and awningdecks			9/32 red. to 8/32 at ends.						10/32 red. to 9/32				11/32 red. to 9/32				12/32 red. to 10/32				13/32 to 12/32	
			of poops, forecastles & bridgehouses.			9/32 to 8/32						10/32 to 9/32													
Stringer angle bars for			upper deck (second deck in awningdeckers) *			3 x 3 x 10/32 — 6,01 lbs				3 1/2 x 3 1/2 x 10/32 — 7,06 lbs				3 1/2 x 3 1/2 x 11/32 — 7,73 lbs				4 x 4 x 12/32 — 9,66 lbs							
			lower and awning-decks.			2 1/2 x 2 1/2 x 9/32 — 4,48 lbs				3 x 3 x 9 — 5,43 lbs				3 x 3 x 10/32 — 6,01 lbs				3 x 3 x 12/32 — 6,01 lbs							
* For stringer angle bars of poops, forecastles and bridgehouses, see Art. 10, §§ 6 and 7.																									

LENGTH OF VESSELS IN FEET.			216		228		240		252		264		276		288			
			*		*		*		*		*		*		*			
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	ONE HALF DECK PLATED.									
			37	25	39	26	42	28	41	27	44	29	47	31	50	33		
Width in inches of upper deck stringers in all vessels (awningdecks excepted),	under 9 depths.		41	27	44	29	47	31	46	31	49	33	52	35	55	36		
	9 and under 10	>	45	30	49	32	52	35	51	34	54	36	57	38	60	40		
	10	> 11	>	49	33	53	35	57	38	56	37	59	39	63	42	44		
	and of	11	> 12	>	54	36	57	38	62	41	61	40	64	42	68	45	48	
	12	> 13	>	58	39	62	41	66	44	65	43	69	46	73	48	77	51	
Second deck stringers in three-decked, and spardecked vessels (for half length amidships) (2nd and 3rd decks in awning-decked vessels).	13	> 14	62	41	66	44	71	47	70	46	74	49	78	52	83	55		
	14	> 15	66	44	71	47	76	50	75	50	79	52	83	55	89	59		
	15	> 16																
Width of these stringers at ends.			23		24		26		25		28		31		33			
Width of upper and second deck ties (awningdecks excepted).			41		43		45		44		46		47		48			
Thickness of these stringers and ties.			14/32 reduced to 12/32 at ends.								15/32 reduced to 13/32 at ends.							
Thickness of steel decks required by rule.			One half deck plated 10/32				1/2 deck 11/32				One complete deck 11/32 to 9/32 at ends.				One deck 12/32 to 10/32			
Thickness of wood decks.			Upper deck 3 1/2 ins. — Lower decks 3 ins.								Upper deck 4 ins. — Lower decks 3 1/2 ins.							
Thickness of steel decks in lieu of wood.			Upper deck 9/32 — Lower decks 8/32								Upper deck 10/32 to 9/32 at ends — Lower decks 10/32							
Width of second deck stringers in two-decked vessels, of third deck stringers in vessels with 3 tiers of beams (4th in awningdeck vessels); also of awningdeck stringers (for 1/2 length amidships).			24		26		28		28		29		30		32			
Width of stringers for poops, bridgehouses and forecastles.			48		20		21		20		21		22		23			
Width of these stringers at ends.			45		46		47		47		48		49		20			
Width of ties of lower and awningdecks, poops, bridgehouses and forecastles			9		10		11		10		10		10		11			
Thickness of stringers and ties of lower and awningdecks, also bridgehouses exceeding 60 % of the length of the vessel (††)			13/32 reduced to 11/32 at ends.								14/32 reduced to 12/32 at ends.							
Thickness of stringers and ties of poops, forecastles and bridgehouses less than 30 % of the length of the vessel (††)			10/32 reduced to 9/32								11/32 reduced to 10/32							
Stringer angle bars for	upper deck (second deck in awningdeckers) (†)		4 x 4 x 11/32 — 11.18 lbs.				4 x 4 x 16/32 — 12.75 lbs.				4 x 4 x 17/32 — 13.49 lbs.							
	lower and awningdecks		3 1/2 x 3 1/2 x 13/32 — 9.11 lbs.				3 1/2 x 3 1/2 x 14/32 — 9.76 lbs.				3 1/2 x 3 1/2 x 15/32 — 10.41 lbs.							
* Width of stringer to be applied in connection with plated decks. The first column applies to wood decks.																		
(†) For stringer angle bars of poops, forecastles and bridgehouses, see Art. 10, §§ 6 and 7.																		
(††) For bridgehouses between 30 % and 60 % of the vessels length, the thickness of stringer plate is to be found by interpolation.																		



Table N° 6<sup>3</sup>. — DECKS, STRINGERS AND TIES

LENGTH OF VESSELS IN FEET.				300		312		324		336		348		360		372		384	
				* ONE DECK		* PLATED.		* ONE AND HALF DECK		* PLATED.		* ONE AND HALF DECK		* PLATED.		* ONE AND HALF DECK		* PLATED.	
Width in inches of upper deck stringers in all vessels (awningdecks excepted).				48	32	50	33	52	35	55	37	52	35	55	37	57	38	58	39
9 and under 10				53	35	56	37	58	39	61	41	58	39	61	41	63	43	66	44
10				59	39	62	41	65	43	68	45	66	44	67	45	70	47	73	49
and of				65	43	68	45	71	47	74	49	72	48	73	49	78	52	81	54
11				65	43	68	45	71	47	74	49	72	48	73	49	78	52	81	54
12				70	46	73	49	77	54	80	53	78	52	81	54	84	56	87	58
13				75	50	79	53	83	55	87	58	84	56	87	58	91	61	94	63
14				80	53	85	57	89	59	94	63	90	60	93	62	98	65	102	68
15				86	57	91	61	95	63	100	67	96	64	100	67	105	70	110	73
Width of these stringers at ends				32		33		33		35		37		38		40		41	
Width of upper and 2d deck ties (awningdecks excepted).				18		19		19		21		21		22		23		24	
Thickness of these stringers				$\frac{16}{32}$ reduced to $\frac{14}{32}$				$\frac{17}{32}$ reduced to $\frac{11}{32}$				$\frac{18}{32}$ reduced to $\frac{15}{32}$							
Thickness of steel decks required by rule.				One deck $\frac{14}{32}$ to $\frac{10}{32}$		One compl. deck $\frac{12}{32}$ rd. to $\frac{10}{32}$		One half deck $\frac{10}{32}$		One deck $\frac{12}{32}$ to $\frac{10}{32}$		One $\frac{1}{2}$ deck $\frac{11}{32}$		Two decks { U.D. $\frac{13}{32}$ reduced to $\frac{11}{32}$ 2d D. $\frac{11}{32}$ reduced to $\frac{9}{32}$					
Thickness of wood decks				Upper deck 4 ins. — Lower decks 3 $\frac{1}{2}$ ins.															
Thickness of steel decks in lieu of wood				(Lower decks only) $\frac{10}{32}$ reduced to $\frac{9}{32}$															
Width of second deck stringers in two-decked vessels, of third deck stringers (4th in awningdeck vessels) hold beam stringers, and also of awningdeck stringers (for $\frac{1}{2}$ length amidships)				32		33		35		36		37		38		40		42	
Width of all stringers below 3d deck (4th deck in awningdeck vessels), hold stringers, also for poops, bridgehouses and forecabin, for $\frac{1}{2}$ length amidships.				23		25		26		27		28		29		30		31	
Width of these stringers at ends				21		22		23		24		25		26		26		27	
Width of ties of lower and awningdecks, poops, &c.				12		13		14		14		14		15		15		16	
Thickness of lower and awningdecks, also bridgehouses of exceeding 60 % of the length of the vessel (††). stringers of poops, forecabin and bridgehouses less and ties than 30 % of the length of the vessel (††).				$\frac{15}{32}$ reduced to $\frac{13}{32}$								$\frac{16}{32}$ reduced to $\frac{14}{32}$							
Stringer angle bars for { upper deck (second deck in awningdecks) (†), lower and awningdecks				$4 \frac{1}{2} \times 4 \frac{1}{2} \times \frac{17}{32} = 15.30$ lbs				$4 \frac{1}{2} \times 4 \frac{1}{2} \times \frac{18}{32} = 17.14$ lbs				$5 \times 5 \times \frac{18}{32} = 18.05$ lbs							
				$3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{16}{32} = 11.05$ lbs				$3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{17}{32} = 11.64$ lbs				$3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{18}{32} = 12.31$ lbs							
* Width of stringer to be applied in conjunction with plated decks. The first column applies to wood decks.																			
(†) For stringer angle bars of poops, forecabin and bridgehouses, see Art. 10, §§ 6 and 7.																			
(††) For bridgehouses between 30 % and 60 % of the vessel's length, the thickness of stringer plate is to be found by interpolation.																			



Table N° 64. — DECKS, STRINGERS AND TIES.

LENGTH OF VESSELS IN FEET			396	408	420	432	444	456	468	480	492	504	516	528	540	552	564	576	588	600	612	624		
			TWO DECKS PLATED.										THREE DECKS PLATED.											
Width in inches of upper deck stringers in all vessels (awningdecks excepted)†,	under 10 depths.		44	46	48	50	52	52	54	55	56	57	58	60	62	64	66	68	70	72	74	76		
	10 and under 11	>	49	50	52	54	56	56	58	60	61	62	61	66	68	70	72	74	76	78	80	82		
and of	11	> 12	53	55	57	59	61	61	63	65	67	68	70	72	74	76	78	80	82	84	85	88		
Second deck stringers in three-decked, spar deck vessels (for half length amidships) (†). 2d and 3rd decks in awning-decked vessels)	12	> 13	58	60	62	64	66	66	68	70	72	74	76	78	80	82	84	86	88	90	92	94		
	13	> 14	63	65	67	69	71	71	73	75	77	80	82	84	87	89	91	93	95	97	99	101		
	14	> 15	67	69	71	74	76	76	79	81	83	86	88	91	94	96	98	100	102	104	106	108		
	15	> 16	72	74	76	79	82	82	84	87	89	92	94	97	100	103	106	108	110	112	114	116		
Width of these stringers at ends			24	41	45	46	47	48	50	51	53	54	55	56	58	60	62	64	66	68	70	72		
Thickness of these stringers			18 <sup>1</sup> / <sub>32</sub> reduced to 15 <sup>1</sup> / <sub>32</sub>					19 <sup>1</sup> / <sub>32</sub> reduced to 15 <sup>1</sup> / <sub>32</sub>					20 <sup>1</sup> / <sub>32</sub> reduced to 16 <sup>1</sup> / <sub>32</sub>											
Thickness of steel decks required by rule			13 <sup>1</sup> / <sub>32</sub> 11 <sup>1</sup> / <sub>32</sub>	Two { U.D. 14 <sup>1</sup> / <sub>32</sub> red. to 12 <sup>1</sup> / <sub>32</sub> decks { 2d D. 13 <sup>1</sup> / <sub>32</sub> red. to 10 <sup>1</sup> / <sub>32</sub>					Three decks { U.D. 16 <sup>1</sup> / <sub>32</sub> reduced to 14 <sup>1</sup> / <sub>32</sub> M.D. 14 <sup>1</sup> / <sub>32</sub> reduced to 12 <sup>1</sup> / <sub>32</sub> L.D. 11 <sup>1</sup> / <sub>32</sub> reduced to 9 <sup>1</sup> / <sub>32</sub>															
Thickness of wood decks.			Upper deck 4 ins. — Lower decks 3 1/2 ins.																					
Thickness of steel decks in lieu of wood			(Lower decks only) 11 <sup>1</sup> / <sub>32</sub> reduced to 9 <sup>1</sup> / <sub>32</sub>																					
Width of second deck stringers in two-decked vessels, of third deck stringers (4th in awningdeck vessels), hold beam stringers, and also of awningdeck stringers (for 1/2 length amidships).			43	45	47	49	51	51	52	54	56	57	59	60	62	64	66	68	70	72	74	76		
Width of all stringers below 3d deck (4th deck in awningdeckvessels), hold stringers, also for poops, bridgehouses and forecastles, for 1/2 length amidships.			32	33	34	36	37	38	39	41	42	44	45	47	49	51	53	55	57	59	61	63		
Width of these stringers at ends.			26	27	28	29	30	31	33	34	35	36	37	38	39	40	42	44	46	48	50	52		
Width of ties of lower and awningdecks, poops, &c.			16	17	17	18	18	20	20	21	21	22	22	23	23	24	24	25	26	27	28	29		
Thickness of lower and awningdecks, also bridgehouses of exceeding 60 % of the length of the vessel. (††). stringers of poops, forecastles and bridgehouses less and ties than 30 % of the length of the vessel. (††).			18 <sup>1</sup> / <sub>32</sub> reduced to 16 <sup>1</sup> / <sub>32</sub>					19 <sup>1</sup> / <sub>32</sub> reduced to 17 <sup>1</sup> / <sub>32</sub>																
			12 <sup>1</sup> / <sub>32</sub> reduced to 10 <sup>1</sup> / <sub>32</sub>																					
Stringer { upper deck (second deck in awningdecks)* anglebars { lower decks and awningdecks			5 × 5 × 19 <sup>1</sup> / <sub>32</sub> — 18,99 lbs.										5 × 5 × 20 <sup>1</sup> / <sub>32</sub> — 19,92 lbs.											
			4 × 4 × 17 <sup>1</sup> / <sub>32</sub> — 13,49 lbs.										4 × 4 × 18 <sup>1</sup> / <sub>32</sub> — 14,22 lbs.											
(†) This full width to be applied with plated decks. * Doubled in vessels over 400 feet in length. For stringer angle bars of poops, forecastles and bridgehouses, see Art. 10, ss 6 and 7. (††) For bridgehouses between 30 % and 60 % of the vessels length, the thickness of stringer plate is to be found by interpolation.																								

Table N° 7. — RIVETS, LAPS AND BUTT STRAPS.

THICKNESS  OF PLATES	DIAMETER OF RIVETS		BREADTH OF LAPS FOR							BREADTH of BUTTSTRAPS			REMARKS.
	FOR PLATES AND ANGLE BARS	FOR BAR KEEL, STEM AND STERNPOST	SINGLE RIVETED LANDING	DOUBLE ZIGZAG RIVETED LANDING	DOUBLE CHAIN RIVETED LANDING	DOUBLE CHAIN RIVETED BUTTS	TREBLE CHAIN RIVETED BUTTS	QUADRUPLE CHAIN RIVETED BUTTS	DOUBLE RIVETING	TREBLE RIVETING	QUADRUPLE RIVETING		
32nds. 7	16ths. 8	16ths. 12	Ins. 1 3/4	Ins. 2 3/4	Ins. 3	Ins. 3 1/4	Ins. ...	Ins. ...	Ins. ...	Ins. ...	Ins. ...	<p>Buttstraps to be 20 % thicker than the plates they connect ; and are to be annealed if the rivet holes are punched.</p> <p>The holes to be regularly pitched, and carefully punched opposite each other from the joint surface.</p> <p>The countersinking of the outside plating and stringers to extend through at least twothirds of the thickness of the plate; the holes not to be nearer to the edge of any plate or angle bar than the diameter of the rivet. Rivets in the outside plating to be laid up round the heads, to fill the holes and counter-sink, and be finished flush on the outside. The keel rivets may be left full or convex.</p> <p>For all particulars about riveting, see Art. 27.</p> <p>N.B. For the convenience of work, shipbuilders may be allowed, as an exception to the annexed Table, to use rivets of an uniform size in a vessel for plates which differ but little in thickness.</p>	
8 9 10	10	14	2 1/4	3 1/2	3 3/4	4	6 1/4	...	8 1/4	12	...		
11 12 13 14 15			12	16	2 3/4	4 1/4	4 1/2	4 3/4	7 1/2	9 3/4	9 3/4		14 1/4
16 17 18 19 20 21	14	18			...	4 3/4	5 1/4	5 3/4	8 3/4	11 1/2	11		16 3/4
22 23 24 25 26 27 28 29			16	20	...	5 1/2	6	6 1/2	10	13	...		19
30 31 32	18	20			...	6 1/4	6 3/4	7 1/4	11 1/4	14 3/4	...		...

Table N<sup>o</sup> 8. — POOPS, BRIDGEHOUSES, FORECASTLES, AND DECKHOUSES, ALSO HATCH COAMINGS.

NUMERAL $L \times B \times D$ ARI. 9 L — Length of vessel.	THICKNESS OF SIDE PLATING IN 32nds					CASINGS AND DECKHOUSES			CARGO HATCHES			
	Bridgehouses having a length less than, 4 L also Poops	Bridgehouses having a length of 40 0/0 of the vessel's length.	Bridgehouses having a length of 60 0/0 of the vessels length.	Forecastles	Deckhouses	Coaming Plates	Coaming Angle Bars	Angle Stiffeners Spaced 3 feet apart.	Thickness of coaming plates	Coaming angle bars.		
Under 69000	8	8	9	10	6	8	3 $\times$ 2 $\frac{1}{2}$ $\times$ 8	2 $\frac{1}{2}$ $\times$ 2 $\times$ 8	10	3 $\times$ 3 $\times$ 10		
69000 and under 165000	9	9	10	11	7	9	3 $\frac{1}{2}$ $\times$ 3 $\times$ 9	3 $\times$ 2 $\frac{1}{2}$ $\times$ 9	11	3 $\frac{1}{2}$ $\times$ 3 $\times$ 12		
165000 » 240000	10	10	11	12	8	10	4 $\times$ 3 $\times$ 10	3 $\times$ 2 $\frac{1}{2}$ $\times$ 10	12	3 $\frac{1}{2}$ $\times$ 3 $\times$ 13		
240000 » 400000	11	11 & 12	12	13	8	11	4 $\times$ 3 $\times$ 11	3 $\times$ 3 $\times$ 10	13	3 $\frac{1}{2}$ $\times$ 3 $\frac{1}{2}$ $\times$ 14		
400000 » 600000	12	13	14	14	9	12	4 $\times$ 3 $\frac{1}{2}$ $\times$ 12	3 $\frac{1}{2}$ $\times$ 3 $\times$ 11	14	3 $\frac{1}{2}$ $\times$ 3 $\frac{1}{2}$ $\times$ 15		
600000 » 950000	13	14 & 15	16	15	10	13	4 $\times$ 3 $\frac{1}{2}$ $\times$ 14	3 $\frac{1}{2}$ $\times$ 3 $\times$ 13	15	4 $\times$ 4 $\times$ 16		
950000 » 1575000	14	16	18	16	10	14	4 $\times$ 4 $\times$ 14	3 $\frac{1}{2}$ $\times$ 3 $\times$ 14	16	4 $\times$ 4 $\times$ 16		

Table N° 9. — DIAMETER OF SOLID IRON PILLARS (IN INCHES).

NUMBERS B + D		27	31	35	39	43	47	51	55	59	63	6	71	75	77	79	81	83	85	87	89	91	
Hold Pillars. Length in feet between centres of attachment at head and heel.	10	2 1/4	2 3/8	2 1/2	2 5/8	2 3/4	2 7/8	3	3 1/8	3 1/4	3 3/8	3 1/2	3 5/8	3 3/4	3 7/8	3 7/8	4	4	4 1/8	4 1/4	4 3/8	4 1/2	4 1/2
	11	2 3/8	2 1/2	2 5/8	2 3/4	2 7/8	3	3 1/8	3 1/4	3 3/8	3 1/2	3 5/8	3 3/4	3 7/8	4	4	4 1/8	4 1/8	4 1/4	4 3/8	4 1/2	4 1/2	
	12	2 3/8	2 1/2	2 5/8	2 3/4	2 7/8	3	3 1/8	3 1/4	3 3/8	3 1/2	3 5/8	3 3/4	3 7/8	4	4	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 5/8	
	13	»	2 5/8	2 3/4	2 7/8	3	3 1/8	3 1/4	3 3/8	3 1/2	3 5/8	3 3/4	3 7/8	4	4 1/8	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	
	14	»	2 5/8	2 3/4	2 7/8	3	3 1/8	3 1/4	3 3/8	3 5/8	3 3/4	3 7/8	4	4 1/8	4 1/4	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	
	15	»	2 3/4	2 7/8	3	3 1/8	3 1/4	3 3/8	3 1/2	3 3/4	3 7/8	4	4 1/8	4 1/4	4 3/8	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	
	16	»	2 3/4	2 7/8	3	3 1/8	3 1/4	3 1/2	3 5/8	3 3/4	3 7/8	4	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	5 1/4	
	17	»	»	»	3 1/8	3 1/4	3 3/8	3 5/8	3 3/4	3 7/8	4	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	5 3/8	5 1/2	
	18	»	»	»	3 1/8	3 1/4	3 1/2	3 3/4	3 7/8	4	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	5 1/4	5 1/2	5 5/8	
	19	»	»	»	»	»	3 5/8	3 7/8	4	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	5 3/8	5 1/2	5 5/8	5 3/4	
	20	»	»	»	»	»	3 3/4	4	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	5 1/4	5 1/2	5 5/8	5 3/4	5 7/8	
	21	»	»	»	»	»	»	4 1/8	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	5 3/8	5 1/2	5 5/8	5 3/4	6	6 1/8	
	22	»	»	»	»	»	»	4 1/4	4 3/8	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/8	5 1/4	5 1/2	5 5/8	5 3/4	5 7/8	6 1/8	6 1/4	
	23	»	»	»	»	»	»	»	4 1/2	4 5/8	4 3/4	4 7/8	5	5 1/4	5 3/8	5 1/2	5 5/8	5 3/4	6	6 1/8	6 1/4	6 3/8	
	24	»	»	»	»	»	»	»	4 1/2	4 3/4	4 7/8	5	5 1/4	5 3/8	5 1/2	5 5/8	5 3/4	5 7/8	6 1/8	6 1/4	6 3/8	6 1/2	
Pillars in upper 'tweendecks.		»	»	2 3/8	2 1/2	2 1/2	2 1/2	2 5/8	2 5/8	2 5/8	2 3/4	2 3/4	2 7/8	2 7/8	3	3	3	3 1/8	3 1/8	3 1/8	3 1/4	3 1/4	
If hollow pillars be adopted, their external diameter may be 1,4 times and internal diameter 1,15 times the diameter given above for solid pillars. See Article 21 § 2 for wide spaced pillars.																							

Table N° 10<sup>1</sup>. — DIMENSIONS OF WOODEN MASTS AND SPARS FOR SAILING VESSELS.

DESCRIPTION OF MASTS AND YARDS		TOTAL LENGTH *	MASTHEAD AND YARDARM AT EACH END	DIAMETER *	REMARKS
MASTS.	Mainmast of ships, barks and brigs . . .	2.30	0.15	1" for 3'	*The length of masts and yards are in proportion to the beam of the vessel : the diameters of mastheads and yardarms are in proportion to the total length of the spars.
	Ditto schooners . . . . .	3.05	0.13	1" » 4'	
	Foremast of ships, barks and brigs . . .	2.25	0.15	1" » 3'	
	Ditto schooners . . . . .	3.00	0.13	1" » 4'	
	Mizenmast of ships . . . . .	2.00	0.15	1" » 4'	Hemlock is not admitted for masts and spars.
	Ditto barks . . . . .	2.20	0.15	1" » 4'	
	Bowsprit . . . . .	»	»	4" » 7'	
	Fore and main topmast of ships, barks and brigs . . . . .	1.25	0.143	1" » 3'	
	Mizen-topmast of ships . . . . .	0.85	0.143	1" » 3'	These dimensions may be reduced when applied to steam vessels, but must be submitted to the approval of the Administration.
	Ditto barks . . . . .	1.70	»	1" » 4'	
	Topmasts of schooners three times lower mast head in length . . . . .	...	...	2" » 9'	
	Fore and main-topgallant masts with poles.	1.20	»	1" » 4'	
	Mizen-Topgallant mast of ships with pole .	1.00	»	1" » 4'	For masts and yards of steel or iron see Article 30 and Tables N° 10.
	Jib, flying-jib & main-boom. . . . .	1.20	...	4" » 14'	
YARDS.	Main and fore yards . . . . .	2.00	0.04	1" » 4'	
	Cross jack yard . . . . .	1.60	0.04	1" » 4'	
	Fore and main-topsail yards . . . . .	1.55	0.08	1" » 4'	
	Mizen topsail yard. . . . .	1.27	0.08	1" » 4'	
	Fore and main-topgallant yard . . . . .	1.18	0.04	1" » 4'	
	Mizen topgallant yards . . . . .	0.90	0.04	1" » 4'	



Table N° 10<sup>2</sup>. — STEEL AND IRON MASTS WITHOUT ANGLE-STIFFENERS

LENGTH of Square rigged masts of sailing vessels (mizzen-masts excepted)	LENGTH of square rigged mizzen-masts of sailing vessels and fore and aft rigged mast (not mizzen-masts) of sailing vessels	LENGTH of fore and aft rigged mizzen-masts of sailing vessels, and of square rigged masts of steamers	LENGTH of fore and aft rigged masts of steamers, and mast of derricks for moderate weights. *	HEEL			PARTNERS			HOUNDS			HEAD		
				DIAMETER	THICKNESS		DIAMETER	THICKNESS		DIAMETER	THICKNESS		DIAMETER	THICKNESS	
					STEEL	IRON		STEEL	IRON		STEEL	IRON		STEEL	IRON
Feet	Feet	Feet	Feet	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32nds	16ths
24	27	31	37	11 1/2	8	4	15 1/2	9	5	12 1/2	8	4	10	7	4
25.5	29	33	39	12	8	4	16	10	5	13	8	4	10 1/2	7	4
27	31	35	40.5	12 1/2	8	4	17	10	5	13 1/2	8	4	11	7	4
29	33	37	42	13 1/2	8	4	18	10	5	14 1/2	8	4	12	7	4
30.5	35	39	44	14	9	5	18 1/2	11	6	15	9	5	12 1/2	8	4
32	37	40.5	45.5	15	9	5	19 1/2	11	6	16	9	5	13 1/2	8	4
34	39	42	47	16	9	5	20 1/2	11	6	17	9	5	14	8	4
35.5	40.5	»	49	16 1/2	10	5	21	12	6	17 1/2	10	5	14 1/2	9	5
37	42	»	50.5	17	10	5	22	12	6	18	10	5	15	9	5
39	»	»	52	18	10	5	23	12	6	19	10	5	15 1/2	9	5
40.5	»	»	54	18 1/2	11	6	23 1/2	13	7	19 1/2	11	6	16	10	5
42	»	»	55.5	19	11	6	24	13	7	20	11	6	16 1/2	10	5

NOTE. — Masts of sailing vessels of 44 feet in length or over to be fitted with angle stiffeners (see Table N° 10<sup>3</sup>) For further particulars see Art. 30.  
\* The diameter and scantlings of masts intended to carry heavy derricks will be specially considered.

Table N° 10<sup>3</sup>. — STEEL AND IRON MASTS WITH ANGLE-STIFFENERS

LENGTH of Square-rigged masts of sailing vessels (mizzen-masts excepted)	LENGTH of square-rigged mizzen-masts of sailing vessels and fore and aft rigged masts (no mizzen-masts) of sailing vessels	LENGTH of fore and aft rigged mizzen-masts of sailing vessels	HEEL			PARTNERS			HOUNDS			HEAD			ANGLEBARS		
			DIAMETER	THICKNESS		DIAMETER	THICKNESS		DIAMETER	THICKNESS		DIAMETER	THICKNESS		WIDTH of FLANGES	THICKNESS	
				STEEL	IRON		STEEL	IRON		STEEL	IRON		STEEL	IRON		STEEL	IRON
Feet	Feet	Feet	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32nds	16ths
34	39	42	14	7	4	19	8	5	15	7	4	12 1/2	7	4	2 1/2 × 2	8	5
35.5	40.5	44	14 1/2	7	4	20	9	5	15 1/2	7	4	13	7	4	2 1/2 × 2 1/2	8	5
37	42	46	15	8	4	21	10	6	16	8	4	13 1/2	8	4	2 1/2 × 2 1/2	9	5
39	44	48	16	9	5	22	10	6	17	9	5	14 1/2	8	5	3 × 2 1/2	10	6
40.5	45.5	50	17	10	6	23	11	6	18	10	6	15	9	5	3 × 2 1/2	11	6
42	47	52	18	10	6	24	12	7	19	10	6	15 1/2	9	5	3 × 3	12	7
44	49	54	19	11	6	25	13	7	20	11	6	16 1/2	10	6	3 1/2 × 3	13	7
45.5	50.5	56	19 1/2	12	7	26	14	8	21	12	7	17	11	6	3 1/2 × 3	14	8
47	52	58	20 1/2	13	7	27	15	9	22	13	7	17 1/2	12	7	4 × 3	15	9
49	54	60	21 1/2	14	8	28	16	9	23	14	8	18 1/2	13	7	4 × 3	16	9
50.5	55.5	»	22 1/2	14	8	29	16	9	24	14	8	19	13	7	4 1/2 × 3	16	9
52	57	»	23	15	9	30	17	10	25	15	9	19 1/2	14	8	4 1/2 × 3	17	10
54	59	»	23 1/2	16	9	31	18	10	25 1/2	16	9	20 1/2	14	8	4 1/2 × 3 1/2	18	10
55.5	60.5	»	24 1/2	16	9	32	18	10	26 1/2	16	9	21	14	8	4 1/2 × 3 1/2	18	10
57	»	»	25	17	10	33	19	11	27	17	10	21 1/2	15	9	5 × 3 1/2	19	11
59.5	»	»	25	17	10	34	19	11	28	17	10	22	15	9	5 × 3 1/2	19	11
60	»	»	27	17	10	35	20	12	29	17	10	23	15	9	5 1/2 × 3 1/2	20	12

NOTE. — Three stiffeners to be fitted if the mast be made with 2 or 3 plates in the round, four stiffeners will be required if there be 4 plates in the round. The thickness of stiffeners need not to exceed that of the plating at partners. — For further particulars, see Art. 30.

Table N° 10<sup>t</sup>. — STEEL AND IRON TOPMASTS AND YARDS

LENGTH  OF  Topmasts	HEEL			HOUNDS			HEAD		
	DIAMETER	THICKNESS		DIAMETER	THICKNESS		DIAMETER	THICKNESS	
		Steel	Iron		Steel	Iron		Steel	Iron
Feet	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32nds	16ths
18	13	8	4	11	8	4	10	7	4
20	14	9	5	12	8	4	11	8	4
22	15	10	6	13	9	5	11 1/2	9	5
24	16	11	6	14	9	5	12 1/2	9	5
25 1/2	17	12	7	15	10	6	13	10	6
27	18	12	7	16	10	6	13 1/2	10	6
28 1/2	19	12	7	16 1/2	10	6	14	10	6
30	20	13	7	17	11	6	14 1/2	10	6
31 1/2	21	13	7	18	11	6	15 1/2	10	6
33	22	13	7	19	11	6	16 1/2	10	6
34	23	14	8	20	12	7	17	11	6
35	24	14	8	21	12	7	18	11	6
36	25	14	8	22	12	7	19	11	6

NOTE. — For further particulars see Article 30.

LENGTH  OF  YARDS	AT SLINGS			AT YARDS ARMS		
	DIAMETER	THICKNESS		DIAMETER	THICKNESS	
		Steel	Iron		Steel	Iron
Feet	Ins.	32nds	16ths	Ins.	32nds	16ths
48	12	8	4	6	4	2
52	13	8	4	6 1/2	4	2
56	14	8	4	7	4	2
60	15	9	5	7 1/2	5	3
64	16	9	5	8	5	3
68	17	10	5	8 1/2	6	3
72	18	11	6	9	6	3
76	19	11	6	9 1/2	6	3
80	20	12	6	10	6	3
84	21	13	7	10 1/2	7	4
88	22	13	7	11	7	4
92	23	14	7	11 1/2	8	4
96	24	15	8	12	8	4

Table N° 10<sup>5</sup>. — STEEL AND IRON BOWSPRITS.

LENGTH from gammoning to cap (Bowspirts with flyin: jibboom)	LENGTH from gammoning to jibboomend (Bowspirts with jibbooms in one piece.)	AT HEEL			AT GAMMONING			AT CAP OF BOWSPRIT			AT JIBBOOMEND			ANGLE BARS				
		DIAMETER	THICKNESS		DIAMETER	THICKNESS		DIAMETER	THICKNESS		DIAMETER	THICKNESS		Width of Flanges	THICKNESS		Number	
			Steel	Iron		Steel	Iron		Steel	Iron		Steel	Iron		Steel	Iron		
Feet.	Feet.	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32nds	16ths	Ins.	32ths	16ths	Ins.	32ths	16ths		
14	30	15	9	5	19	10	5	12 1/2	7	4	6	6	3	2 1/2 × 2	9	5	3	
15	31	16	10	5	20	10	5	13	8	4	6 1/2	6	3	2 1/2 × 2 1/2	9	5	3	
16	32 1/2	17	10	5	21	11	6	11	8	4	7	6	3	2 1/2 × 2 1/2	10	5	3	
17	34	18	10	5	22	11	6	11 1/2	9	5	7	7	4	3 × 2 1/2	10	5	3	
18	35	19	10	5	23	11	6	15 1/2	9	5	7 1/2	7	4	3 × 3	10	5	3	
19	36	20	11	6	24	11	6	16	10	5	8	8	4	3 × 3	11	6	3	
20	37 1/2	21	11	6	25	12	7	17	10	5	8	8	4	3 1/2 × 3	11	6	3	
21	39	22	11	6	26	12	7	17 1/2	10	5	8 1/2	8	4	3 1/2 × 3	12	6	3	
22	40	23	11	6	27	13	7	18 1/2	11	6	9	9	5	3 1/2 × 3 1/2	12	7	3	
23	41	24	12	7	28	13	8	19	11	6	9	9	5	3 1/2 × 3 1/2	12	7	4	
24	42 1/2	25	12	7	29	14	8	20	11	6	9 1/2	9	5	3 1/2 × 3 1/2	13	7	4	
25	44	26	12	7	30	14	8	20 1/2	11	6	10	9	5	3 1/2 × 3 1/2	14	8	4	
26	45	27	12	7	31	14	8	21 1/2	11	6	10	9	5	4 × 3 1/2	14	8	4	
27	46	28	13	7	32	14	8	22	11	6	10 1/2	9	5	4 × 4	14	8	4	
28	47 1/2	29	13	8	33	15	9	23	12	7	11	10	5	4 × 4	15	9	4	
29	49	30	13	8	34	15	9	23 1/2	12	7	11	10	5	4 1/2 × 4	15	9	4	
30	50	31	13	8	35	16	9	24 1/2	12	7	11 1/2	10	5	4 1/2 × 4	16	9	4	

NOTE. — For further particulars, see Article 30.

Table N° 11<sup>1</sup> (A). — **MACHINES RECOGNIZED BY THE BUREAU VERITAS FOR TESTING ANCHORS AND CHAINS.**

Vessels supplied with **ANCHORS** and **CHAIN CABLES**, which have been submitted to **Veritas** proofs at one of the following testing machines recognized by the Administration and have been furnished with Veritas test certificates, will be inserted in the *Register* with the marks :

**A. P.** for Anchors. — **C. P.** for Chains. — **A. & C. P.** for Anchors and Chains.

N. B.— In Great Britain the Administration recognizes no other machines for **GROUND TACKLE** but those in Test Houses licensed by the Board of Trade. — The certificates must be stamped and registered at the British Central Office, London, or at the Head Office in Paris. Cast steel anchor heads must be tested by one of the Society's Surveyors who will give a separate certificate for same, which is to be attached to the Anchor test Certificate.

For Anchors and Chains.

Public Proving House. . . . .	†	LOW-WALKER.	Superintendent :	M <sup>r</sup> S. C. PAUL.
D <sup>o</sup> D <sup>o</sup> . . . . .	†	TIPTON.	»	M <sup>r</sup> C. E. PERRINS.
D <sup>o</sup> D <sup>o</sup> . . . . .	†	NETHERTON.	»	M <sup>r</sup> H. GREEN.
D <sup>o</sup> D <sup>o</sup> . . . . .	†	SALTNEY (near Chester).	»	M <sup>r</sup> H. T. WELFORD.
D <sup>o</sup> D <sup>o</sup> . . . . .	†	GLASGOW.	»	M <sup>r</sup> E. SEEDHOUSE.
D <sup>o</sup> D <sup>o</sup> . . . . .	†	CARDIFF.	»	M <sup>r</sup> G. W. PENN.
D <sup>o</sup> D <sup>o</sup> . . . . .	†	SUNDERLAND.	»	M <sup>r</sup> W. J. RELF.
D <sup>o</sup> D <sup>o</sup> . . . . .	†	CRADLEY-HEATH.	»	M <sup>r</sup> T. H. DUDLEY.
Norwegian Royal Marine Establishment . . . . .		HORTEN.	»	M <sup>r</sup> A. NIELSEN.
Hochfelder Walzwerk Actien-Verein. . . . .		DUISBURG A/RHEIN.	»	M <sup>r</sup> J. L. KRUFF.
Koninklijke Grofsmederij . . . . .		LEIDEN.		
Marrel Frères . . . . .		LA CAPELETTE (Bouches-du-Rhône, France).		
Baldt Anchor Co. . . . .		CHESTER (Pa.) (U.-S.).		
West-End Rolling Mill Co . . . . .		LEBANON (Pa.) (U.-S.).		
The J.-B. Carr Company. . . . .		TROY (N.-Y.) (U.-S.).		
Cape Ann Anchor Works . . . . .		CAPE ANN (Mass.) (U.-S.).		
Duisburger Maschinenbau Actien Gesellschaft . . . . .		DUISBURG.		
H. Schlieper Sohn . . . . .		GRÜNE (Westphalie).		
Maison H. d'Hone . . . . .		DUISBURG.		
A. Smelov Works . . . . .		NIJNI-NOVGOROD (Russia).		
Bofors Works. . . . .		GÖTEBORG (Sweden).		
Nederlandsche Ketting Fabrick . . . . .		SCHIEDAM (Holland).		
Mathieu Vivin & Louis Pierens. . . . .		ST-AMAND-LES-EAUX.		

One of the surveyors  
to the Administration.

N. B. — The Certificates delivered by these Establishments must bear the signature of the above named Superintendents; the Veritas Certificates being signed by one of the Society's Surveyors.



Table 11<sup>1</sup> (B). — MACHINES RECOGNIZED BY THE BUREAU VERITAS FOR TESTING CHAINS.

Vessels supplied with ANCHORS and CHAIN CABLES, which have been submitted to **Veritas** proofs at one of the following testing machines recognized by the Administration and have been furnished with Veritas test certificates, will be inserted in the *Register* with the marks :

**A. P.** for Anchors. — **C. P.** for Chains. — **A. & C. P.** for Anchors and Chains.

N. B. — In Great Britain the Administration recognizes no other machines for **GROUND TACKLE** but those in Tes' Houses licensed by the Board of Trade. — The certificates must be stamped and registered at the British Central Office, London, or at the Head Office in Paris. Cast steel anchor heads must be tested by one of the Society's Surveyors who will give a separate certificate for same, which is to be attached to the Anchor test Certificate.

For Chains only.	<b>Wattelar-Francq</b> . . . . .	ROUX (Belgium).	Appointed by the <b>BUREAU VERITAS</b> to superintendent the tests			
	<b>Dorémieux Fils &amp; Co</b> . . . . .	HEPPIGNIES near Charleroi (Belgium).	»	»	»	
	<b>Société Générale du Laminage Annulaire</b> , BRUSSELS (Belgium).		»	»	»	
	<b>E. Turbot</b> . . . . .	ANZIN (Nord, France).	»	»	»	
	<b>Doremieux Fils &amp; Co</b> . . . . .	SAINT-AMAND (Nord, France).	»	»	»	
	<b>E. Davaine</b> . . . . .	SAINT-AMAND (Nord, France).	»	»	»	
	<b>Société des Ateliers &amp; Chantiers de la Loire</b> , NANTES (France).		»	»	»	
	<b>Cie des Mines, Fonderies &amp; Forges d'Alais</b> , USINE DE TAMARIS (Gard).		»	»	»	
	<b>V<sup>ve</sup> Couillard</b> . . . . .	LE HAVRE (France).	»	»	»	
	<b>Mordelet</b> . . . . .	LE HAVRE (France).	»	»	»	
	<b>H.-L. Fearing &amp; Co</b> . . . . .	BOSTON (Mass., U.-S.).	»	»	»	
	<b>Riehle Brothers</b> . . . . .	PHILADELPHIA (U.-S.).	»	»	»	
	<b>Columbus Chain Co</b> . . . . .	COLUMBUS (OF U.-S.).	»	»	»	
	<b>R. Sykes</b> . . . . .	CRADLEY HEATH.	»	»	»	
	<b>Nederlandsche Ketting Fabrick</b> , SCHIEDAM (Hollande).		»	»	»	
	<b>Hungarische-Belgische Gesellschaft</b> , BUDAPEST (Hungaria).		»	»	»	
	<b>Ramnäs Works</b> . . . . .	RAMNÄS (Sweden).	»	»	»	
	<b>Tönshammar Works</b> . . . . .	TÖNSHAMMAR, SÖDERHAMN (Sweden).	»	»	»	
	<b>Aktiebolaget Dalsbruk</b> . . . . .	DALSBRUK (Finland, Russia).	»	»	»	
	<b>A Borsig, Berg-u. Huttenverwaltung</b> , BORSIGWERK (I.-S.) (Germany)		»	»	»	

One of the Surveyors attached to the Administration. The certificates must be stamped and registered at the Head Office in Paris.

N. B. — The Certificates delivered by the Bureau Veritas are to be signed by one of the Society's Surveyors.

Table N° 11<sup>2</sup>. — ANCHORS, CHAIN CABLES, HAWSERS AND WARPS.

NUMBERS*  (L × B × D) + 1 2 the capacity OF THE ERECTIONS ON DECK (see Art. 35, § 9.)	NUMBER OF BOWERS	WEIGHT OF ANCHORS **					STUD CHAIN CABLES			TARRED HEMP AND STEEL HAWSERS AND WARPS **					
		1st and 2nd BOWERS, EXCLUDING STOCK	3d BOWER, EXCLUDING STOCK	STREAM, STOCK INCLUDED	KEGGE, STOCK INCLUDED	DIAMETER OF IRON	TOTAL LENGTH	MINIMUM WEIGHT	NUMBER	CIRCUMFERENCE				LENGTH OF EACH ROPE	
										HEMP	STEEL	HEMP	STEEL		
		Cwts.	Cwts.	Cwts.	Cwts.	Ins.	Fathoms.	Cwts.	Ins.	Ins.	Ins.	Ins.	Ins.	Fathoms	
7,500 and under 11,000	2	3 1 2	»	1	1 2	11 16	120	29.1	2	5	1 5 8	3	1	50	
11,000 » 15,000	2	4 1 4	»	1 1 2	3 4	12 16	120	34.5	2	5	1 5 8	3	1	50	
15,000 » 18,500	2	5	»	1 3 4	1	13 16	150	50.8	2	5 1 2	1 7 8	3	1	50	
18,500 » 22,000	2	5 3 4	»	2	1	14 16	150	58.5	2	5 1 2	1 7 8	3 1 2	1 1 8	60	
22,000 » 26,000	2	6 1 2	»	2 1 2	1 1 4	15 16	180	81.2	2	6	2	4	1 3 8	60	
26,000 » 30,000	2	7 1 4	»	2 3 4	1 1 2	1	180	91.8	2	6	2	4	1 3 8	60	
30,000 » 37,500	2	8 1 2	»	3	1 3 4	1 1 16	180	104.0	2	6 1 2	2 1 8	4	1 3 8	60	
37,500 » 45,000	2	10	»	4 1 2	2	1 2 16	180	116.5	2	7	2 3 8	5	1 5 8	75	
45,000 » 52,500	3	12	10 1 2	5	2 1 2	1 3 16	180	130.3	2	7 1 2	2 1 2	5 1 2	1 7 8	75	
52,500 » 60,000	3	14	11 1 2	6	3	1 4 16	180	144.0	2	7 1 2	2 1 2	5 1 2	1 7 8	75	
60,000 » 67,500	3	16	13	6 1 2	3 1 4	1 5 16	240	185.6	2	8	2 5 8	6	2	75	
67,500 » 75,000	3	18	14 3 4	7	3 1 2	1 6 16	240	203.1	2	8 1 2	2 7 8	6 1 2	2 1 8	75	
75,000 » 90,000	3	20	16 1 2	8	4	1 7 16	240	222.4	2	9	3	7	2 3 8	75	
90,000 » 105,000	3	22	18 1 4	9	4 1 2	1 8 16	240	242.0	2	9 1 2	3 1 8	7	2 3 8	75	
105,000 » 120,000	3	24	20	10	5	1 9 16	240	261.3	2	10	3 3 8	8	2 5 8	75	
120,000 » 135,000	3	26	21 3 4	10 1 2	5 1 4	1 10 16	240	319.3	2	10	3 3 8	8	2 5 8	100	
135,000 » 150,000	3	28	23 1 4	11	5 1 2	1 11 16	240	344.7	2	10 1 2	3 1 2	8 1 2	2 7 8	100	
150,000 » 180,000	3	30	25	12	6	1 12 16	240	370.4	2	10 1 2	3 1 2	8 1 2	2 7 8	100	

\* A reduction of one-third to be allowed on the number as thus found for the anchors and chain cables (not for hawsers) of full powered steamers.

\*\* See Table N° 12<sup>1</sup>. When stockless anchors are used, the tabular weight to be increased by 25 %.

Vessels whose Anchors or chains have been tested at a machine recognized by the Administration of the *Bureau Veritas*, shall be inserted in the Register with the marks : A. P. for Anchors, C. P. for Chains, — A & C. P. for Anchors & Chains.

For the proofs, and for list of recognized machines, see Tables N° 11<sup>1</sup> and 12<sup>1</sup>.

Table N° 11<sup>3</sup>. — ANCHORS, CHAIN CABLES, HAWSERS AND WARPS.

NUMBERS*  (L × B × D) + 1/2 the capacity OF THE ERECTIONS ON DECK (see Art. 35, § 9.,	NUMBER OF BOWERS	WEIGHT OF ANCHORS **				STUD CHAIN CABLES			TARRED HEMP AND STEEL HAWSERS AND WARPS**							
		1st and 2nd BOWERS, EXCLUDING STOCK	3d BOWER, EXCLUDING STOCK	STREAM, STOCK INCLUDED	KEGGE, STOCK INCLUDED	DIAMETER OF IRON	TOTAL LENGTH	MINIMUM WEIGHT	NUMBER	CIRCUMFERENCE						LENGTH OF EACH ROPE
										HEMP	STEEL	HEMP	STEEL	HEMP	STEEL	
		Cwts.	Cwts.	Cwts.	Cwts.	Ins.	Fathoms	Cwts.		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Fathoms.
180,000 and 210,000	3	32	26 3/4	13	6 1/2	1 13/16	240	397.8	3	11	3 5/8	9	3	6	2	100
210,000 » 240,000	3	34	28 1/4	13 1/2	6 3/4	1 14/16	240	425.2	3	12	4	9 1/2	3 1/8	6	2	100
240,000 » 270,000	3	36	30	14	7	1 15/16	240	454.6	3	12	4	9 1/2	3 1/8	6 1/2	2 1/8	100
270,000 » 300,000	3	38	32	14 1/2	7 1/4	2	270	538.7	3	13	4 3/8	9 1/2	3 1/8	7	2 3/8	100
300,000 » 375,000	3	40	34	15	7 1/2	2 1/16	270	573.6	3	13	4 3/8	10	3 3/8	7 1/2	2 1/2	100
375,000 » 450,000	3	43	37	17	8 1/2	2 2/16	270	608.6	3	14	4 5/8	10 1/2	3 1/2	8	2 5/8	100
450,000 » 525,000	3	47	40	19	9 1/2	2 3/16	270	645.7	3	14	4 5/8	10 1/2	3 1/2	8	2 5/8	100
525,000 » 600,000	3	51	43	21	10 1/2	2 4/16	270	682.3	3	14	4 5/8	10 1/2	3 1/2	8	2 5/8	100
600,000 » 675,000	3	55	47	23	11 1/2	2 5/16	270	720.8	4	15	5	11	3 3/4	8 1/2	2 7/8	125
675,000 » 750,000	3	58	50	25	12 1/2	2 6/16	300	844.2	4	15	5	11	3 3/4	8 1/2	2 7/8	125
750,000 » 825,000	3	62	53	27	13 1/2	2 7/16	300	890.2	4	16	5 3/8	12	4	9	3	125
825,000 » 900,000	3	66	57	29	14 1/2	2 8/16	300	936.4	4	16	5 3/8	12	4	9	3	125
900,000 » 975,000	3	70	59	31	15 1/2	2 9/16	300	983.0	4	16	5 3/8	12 3/4	4 1/4	9 3/4	3 1/4	125
975,000 » 1,050,000	3	73	62	33	16 1/2	2 10/16	300	1031.6	4	17	5 3/4	12 3/4	4 1/4	9 3/4	3 1/4	125
1,050,000 » 1,125,000	3	77	65	35	17 1/2	2 11/16	330	1190.0	4	17	5 3/4	13 1/2	4 1/2	10	3 1/2	130
1,125,000 » 1,200,000	3	82	69	37	18 1/2	2 12/16	330	1246.0	4	17	5 3/4	13 1/2	4 1/2	10	3 1/2	130
1,200,000 » 1,275,000	3	87	74	39	19 1/2	2 13/16	330	1303.2	4	18	6	14 1/2	4 3/4	10 1/4	3 3/4	130
1,275,000 » 1,350,000	3	92	79	41	20 1/2	2 14/16	330	1361.8	4	18	6	14 1/2	4 3/4	10 1/4	3 3/4	130

\* A reduction of one-third to be allowed on the number as thus found for the anchors and chain cables (not for hawsers) of full powered steamers.

\*\* See Table No 12<sup>1</sup>. When stockless anchors are used, the tabular weight to be increased by 25 o/o.

Vessels whose anchors or chains have been tested at a machine recognized by the Administration of the *Bureau Veritas*, shall be inserted in the Register with the marks : A. P. for Anchors, — C. P. for Chains, — A & C. P. for Anchors and Chains.

For the proofs and for list of recognized machines, see Tables No 11<sup>1</sup> and 12<sup>1</sup>.

Table N° 11<sup>4</sup>. — ANCHORS, CHAIN CABLES, HAWSERS AND WARPS, for Trawlers and Tugs with navigation mark P or G.

NUMBERS *  (L × B × D) + 1/2 the capacity OF THE ERECTIONS ON DECK  (see Art. 35, § 9).	NUMBER OF BOWERS	WEIGHT OF ANCHORS **		STUD CHAIN CABLES			TARRED HEMP AND STEEL HAWSERS AND WARPS					
		1 <sup>st</sup> and 2 <sup>nd</sup> BOWERS, excluding STOCK	STREAM, STOCK excluded	DIAMETER OF IRON	TOTAL LENGTH	MINIMUM WEIGH	NUMBER	CIRCUMFERENCE				LENGTH OF EACH ROPE
								HEMP	STEEL	HEMP	STEEL	
		Cwts.	Cwts.	Ins.	Fathoms.	Cwts.		Ins.	Ins.	Ins.	Ins.	Fathoms.
7,500 and under 9,250	2	3 1/4	1 1/2	13/16	60	20.3	2	5	1 5/8	3	1	50
9,250 » 11,000	2	3 1/2	1 1/2	13/16	60	20.3	2	5	1 5/8	3	1	50
11,000 » 13,000	2	3 3/4	1 3/4	14/16	60	23.3	2	5	1 5/8	3	1	50
13,000 » 15,000	2	4	1 3/4	14/16	75	29.2	2	5	1 5/8	3	1	50
15,000 » 16,700	2	4 1/4	2	15/16	75	33.8	2	5 1/2	1 7/8	3	1	50
16,700 » 18,500	2	4 1/2	2	15/16	90	40.6	2	5 1/2	1 7/8	3	1	50
18,500 » 20,200	2	4 3/4	2 1/4	1	90	45.8	2	5 1/2	1 7/8	3 1/2	1 1/8	60
20,200 » 22,000		5	2 1/2	1	90	45.8	2	5 1/2	1 7/8	3 1/2	1 1/8	60
22,000 » 24,000	2	5 1/4	2 1/2	1 1/16	105	60.7	2	6	2	4	1 3/8	60
24,000 » 26,000	2	5 1/2	2 3/4	1 1/16	105	60.7	2	6	2	4	1 3/8	60
26,000 » 28,000	2	6	3	1 2/16	105	67.9	2	6	2	4	1 3/8	60
28,000 » 30,000	2	6 1/4	3 1/4	1 2/16	120	77.6	2	6	2	4	1 3/8	60
30,000 » 33,800	2	6 1/2	3 1/2	1 3/16	120	86.8	2	6 1/2	2 1/8	4	1 3/8	60
33,800 » 37,500	2	7	3 1/2	1 3/16	120	86.8	2	6 1/2	2 1/8	4	1 3/8	60

\* A reduction of one-third to be allowed on the number as thus found for the anchors and chain cables (not for hawsers) of full powered steamers.

\*\* See Table N° 121. When stockless anchors are used, the tabular weight to be increased by 25 %.

Vessels whose anchors or chains have been tested at a machine recognized by the Administration of the *Bureau Veritas*, shall be inserted in the Register with the marks: A. P. for Anchors, — C. P. for Chains, — A. & C. P. for Anchors and Chains.

For the proofs and for list of recognized machines, see Tables N° 111 and 121.



Table 12<sup>1</sup>. — TESTS FOR CHAIN CABLES. — TESTS FOR BOWER ANCHORS.

CHAIN CABLES ***									ANCHORS					
DIAMETER OF IRON	STUD CHAIN CABLES		CLOSE LINK CHAIN CABLES			DIAMETER OF IRON	STUD CHAIN CABLES		WEIGHT OF ANCHOR EXCLUDING STOCK	MINIMUM TEST STRAIN	WEIGHT OF ANCHOR EXCLUDING STOCK	MINIMUM TEST STRAIN	WEIGHT OF ANCHOR EXCLUDING STOCK	MINIMUM TEST STRAIN
	MINIMUM BREAKING STRESS	PROOF STRESS	MINIMUM BREAKING STRESS	PROOF STRESS	WEIGHT PER 90 FATHOMS		MINIMUM BREAKING STRESS	PROOF STRESS						
Ins.	Tons.	Tons.	Tons.	Tons.	Cwts.	Ins.	Tons.	Tons.	Cwts.	Tons.	Cwts.	Tons.	Cwts.	Tons.
$\frac{9}{16}$	8.4	5.6	7.5	3.8	17.5	$1\frac{12}{16}$	77.1	55.1	3	5.5	14	15.6	34	31.6
$\frac{10}{16}$	10.5	7.0	9.3	4.6	21.0	$1\frac{13}{16}$	82.8	59.1	$3\frac{1}{2}$	5.9	15	16.5	35	32.4
$\frac{11}{16}$	12.8	8.5	11.3	5.6	23.8	$1\frac{14}{16}$	88.5	63.3	4	6.4	16	17.8	36	33.1
$\frac{12}{16}$	15.1	10.1	13.5	6.8	28.2	$1\frac{15}{16}$	94.5	67.5	$4\frac{1}{2}$	6.9	17	18.3	37	33.8
$\frac{13}{16}$	17.8	11.9	15.8	7.9	33.2	2	100.8	72.0	5	7.4	18	19	38	34.5
$\frac{14}{16}$	20.6	13.8	18.3	9.1	38.1	$2\frac{1}{16}$	107.1	76.5	$5\frac{1}{2}$	7.8	19	19.9	39	35.1
$\frac{15}{16}$	23.7	15.8	21.0	10.5	43.6	$2\frac{2}{16}$	113.8	81.3	6	8.3	20	20.8	40	35.8
1	27.0	18.0	24.0	12.0	49.5	$2\frac{3}{16}$	120.5	86.1	$6\frac{1}{2}$	8.8	21	21.6	41	36.5
$1\frac{1}{16}$	30.4	20.3	27.0	13.5	55.6	$2\frac{4}{16}$	127.5	91.1	7	9.3	22	22.4	42	37.1
$1\frac{2}{16}$	31.1	22.8	30.3	15.1	62.5	$2\frac{5}{16}$	134.8	96.3	$7\frac{1}{2}$	9.7	23	23.1	43	37.9
$1\frac{3}{16}$	38.0	25.4	33.8	16.9	69.6	$2\frac{6}{16}$	142.1	101.5	8	10.1	24	23.9	44	38.6
$1\frac{4}{16}$	42.1	28.1	37.5	18.8	77.0	$2\frac{7}{16}$	149.6	106.9	$8\frac{1}{2}$	10.6	25	24.8	45	39.3
$1\frac{5}{16}$	46.5	31.0	41.3	20.6	85.0	$2\frac{8}{16}$	157.8	112.5	9	11.1	26	25.6	46	39.9
$1\frac{6}{16}$	51.0	34.0	45.3	22.6	93.1	$2\frac{9}{16}$	163.4	116.7	$9\frac{1}{2}$	11.5	27	26.4	47	40.5
$1\frac{7}{16}$	55.6	37.1	49.5	24.8	101.6	$2\frac{10}{16}$	169.3	120.9	10	12	28	27.1	49	41.8
$1\frac{8}{16}$	58.7	40.5	51.0	27.0	109.9	$2\frac{11}{16}$	175.1	125.1	$10\frac{1}{2}$	12.4	29	27.9	52	43.5
$1\frac{9}{16}$	61.4	43.9	58.5	29.3	119.3	$2\frac{12}{16}$	181.0	129.3	11	12.8	30	28.6	55	45.4
$1\frac{10}{16}$	66.5	47.5	63.3	31.6	128.6	$2\frac{13}{16}$	186.8	133.4	$11\frac{1}{2}$	13.4	31	29.6	59	47.5
$1\frac{11}{16}$	71.8	51.3	»	»	»	$2\frac{14}{16}$	192.6	137.6	12	13.9	32	30.3	63	49
									13	14.8	33	30.9	67	50.8

\*\*\* For list of testing machines recognized, see Table II<sup>1</sup>.

The breaking stress is to be applied to 3 links. This test is to be made previous to the application of the Proof-stress. The Proof is to be applied to every 15 fathoms length separately.



Table 12<sup>2</sup>. — TESTS FOR GALVANIZED STEEL WIRE ROPES.

HAWSERS AND WARPS						STANDING RIGGING					
CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN	CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN	CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN	CIRCUMFERENCE OF steel wire ropes	EQUIVALENT CIRCUMFERENCE OF tarred hemp ropes	BREAKING STRAIN
Ins.	Ins.	Tons.	Ins.	Ins.	Tons.	Ins.	Ins.	Tons.	Ins.	Ins.	Tons.
1	3	1.9	3	9	19	0 3/4	2	1.1	2 3/4	7 1/4	14.4
1 1/8	3 1/2	2.4	3 1/8	9 1/2	20 1/4	0 7/8	2 1/4	1.5	2 7/8	7 3/4	15.8
1 1/4	3 3/4	3	3 1/4	9 3/4	22	1	2 3/4	1.9	3	8	17.2
1 3/8	4	3.6	3 3/8	10	23 1/2	1 1/8	3	2.4	3 1/4	8 3/4	20.1
1 1/2	4 1/2	4.3	3 1/2	10 1/2	25 1/2	1 1/4	3 1/2	3	3 1/2	9 1/4	23.4
1 5/8	5	5	3 5/8	11	27 1/4	1 3/8	3 3/4	3.6	3 3/4	10	26.8
1 3/4	5 1/4	5.8	3 3/4	11 1/4	29	1 1/2	4	4.3	4	10 3/4	30.6
1 7/8	5 1/2	6.7	4	12	33 1/2	1 5/8	4 1/4	5	4 1/4	11 1/4	34.5
2	6	8	4 1/4	12 3/4	38 1/4	1 3/4	4 3/4	5.8	4 1/2	12	38.7
2 1/8	6 1/2	9	4 3/8	13	40 1/2	1 7/8	5	6.7	4 3/4	—	43
2 1/4	6 3/4	10	4 1/2	13 1/2	43	2	5 1/2	7.6	5	—	47.8
2 3/8	7	11	4 5/8	14	45 1/2	2 1/8	5 3/4	8.6	5 1/4	—	52.6
2 1/2	7 1/2	12 1/2	4 3/4	14 1/4	48	2 1/4	6	9.7	5 1/2	—	57.8
2 5/8	8	14	5	15	53 1/2	2 3/8	6 1/4	10.8	5 3/4	—	63.1
2 3/4	8 1/4	15 1/2	5 1/4	15 1/2	59 1/2	2 1/2	6 3/4	11.9	6	—	68.8
2 7/8	8 1/2	17	5 3/8	16	62	2 5/8	7	13.2			



Table N° 13<sup>2</sup>. — SHROUDS, STAYS AND BACKSTAYS OF FULL RIGGED SAILING VESSELS.

NUMBERS L×B×D					87,000				105,000				125,000				150,000				180,000				210,000			
NAME					NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE		
						Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp
MAIN AND FOREMAST (*)	{	Lower-shrouds . . .	5	3	4	8	5	3 1/4	4 3/8	8 3/4	5	3 1/2	4 5/8	9 1/4	5	3 3/4	5	10	6	4	5 3/8	10 3/4	6	4 1/4	5 3/4	11 1/2		
		Cap shrouds . . .	»	»	»	»	1	3 1/4	4 3/8	8 3/4	1	3 1/2	4 5/8	9 1/4	1	3 3/4	5	10	1	4	5 3/8	10 3/4	1	4 1/4	5 3/4	11 1/2		
		Topmast shrouds . .	3	2 3/8	2 3/4	5 1/2	3	2 1/4	3	6 1/8	3	2 1/2	3 1/4	6 1/2	3	2 5/8	3 1/2	7	3	2 3/4	3 3/4	7 1/2	3	3	4	8		
		Topmast backstays .	2	3	4	8	2	3 1/4	4 3/8	8 3/4	2	3 1/2	4 5/8	9 1/4	2	3 3/4	5	10	3	4	5 3/8	10 3/4	3	4 1/4	5 3/4	11 1/2		
		Topgallant backstays.	1	2 1/8	2 7/8	5 3/4	1	2 1/4	3	6	2	2 3/8	3 1/8	6 1/4	2	2 1/2	3 3/8	6 3/4	2	2 3/4	3 5/8	7 1/4	2	3	4	8		
		Lower stays . . .	2	3	4	8	2	3 1/4	4 3/8	8 3/4	2	3 1/2	4 5/8	9 1/4	2	3 3/4	5	10	2	4	5 3/8	10 3/4	2	4 1/4	5 3/4	11 1/2		
		Topmast stays . . .	1	3	4	8	2	3 1/4	4 3/8	8 3/4	2	3 1/2	4 5/8	9 1/4	2	3 3/4	5	10	2	4	5 3/8	10 3/4	2	4 1/4	5 3/4	11 1/2		
Topgallant stays . .	1	2 1/8	2 7/8	5 3/4	1	2 1/4	3	6	1	2 3/8	3 1/8	6 1/4	1	2 1/2	3 3/8	6 3/4	1	2 3/4	3 5/8	7 1/4	1	3	4	8				
MIZEN MAST	{	Lower shrouds . . .	4	2 1/2	3 3/8	6 3/4	4	2 5/8	3 1/2	7	4	2 3/4	3 5/8	7 1/4	4	2 7/8	3 7/8	7 3/4	5	3	4	8	5	3 1/4	4 3/8	8 3/4		
		Topmast backstays .	2	2 1/2	3 3/8	6 3/4	2	2 5/8	3 1/2	7	2	2 3/4	3 5/8	7 1/4	2	2 7/8	3 7/8	7 3/4	3	3	4	8	3	3 1/4	4 3/8	8 3/4		
		Topgallant backstays.	1	1 1/2	2	4	1	1 5/8	2 1/8	4 1/4	1	1 3/4	2 3/8	4 3/4	1	1 7/8	2 1/2	5	2	2	2 5/8	5 1/4	2	2 1/4	3	6		
		Lower stays . . .	1	2 1/2	3 3/8	6 3/4	1	2 5/8	3 1/2	7	2	2 3/4	3 5/8	7 1/4	2	2 7/8	3 7/8	7 3/4	2	3	4	8	2	3 1/4	4 3/8	8 3/4		
		Topmast stays . . .	1	2 1/2	3 3/8	6 3/4	1	2 5/8	3 1/2	7	1	2 3/4	3 5/8	7 1/4	1	2 7/8	3 7/8	7 3/4	1	3	4	8	1	3 1/4	4 3/8	8 3/4		
		Topgallant stays . .	1	1 1/2	2	4	1	1 5/8	2 1/8	4 1/4	1	1 3/4	2 3/8	4 3/4	1	1 7/8	2 1/2	5	1	2	2 5/8	5 1/4	1	2 1/4	3	6		
BOW- SPRIT	{ Diameter of shrouds do of bobstay }	(chains)	2	3/4			2	3/4			2	7/8			2	1			2	1			2	1 1/8				
			1	1 1/2			1	1 5/8			1	1 5/8			1	1 3/4			1	1 7/8			1	2				
Sectional area of chain plates (**).			2 1/4 sq. in.				2 1/2 sq. in.				2 3/4 sq. in.				3 sq. in.				3 1/4 sq. in.				3 1/4 sq. in.					
Rigging screws (Diameter at bottom of thread).			1 3/8 in.				1 1/2 in.				1 1/2 in.				1 5/8 in.				1 3/4 in.				1 3/4 in.					

(\*) One cap shroud and one topmast cap shroud, same size as corresponding shrouds, to be added when pole masts are used.

(\*\*) These chain plates and rigging screws to be used for the main mast lower rigging and topmast backstays. For other parts of the rigging, they are to be in proportion with the size of corresponding shrouds and backstays.

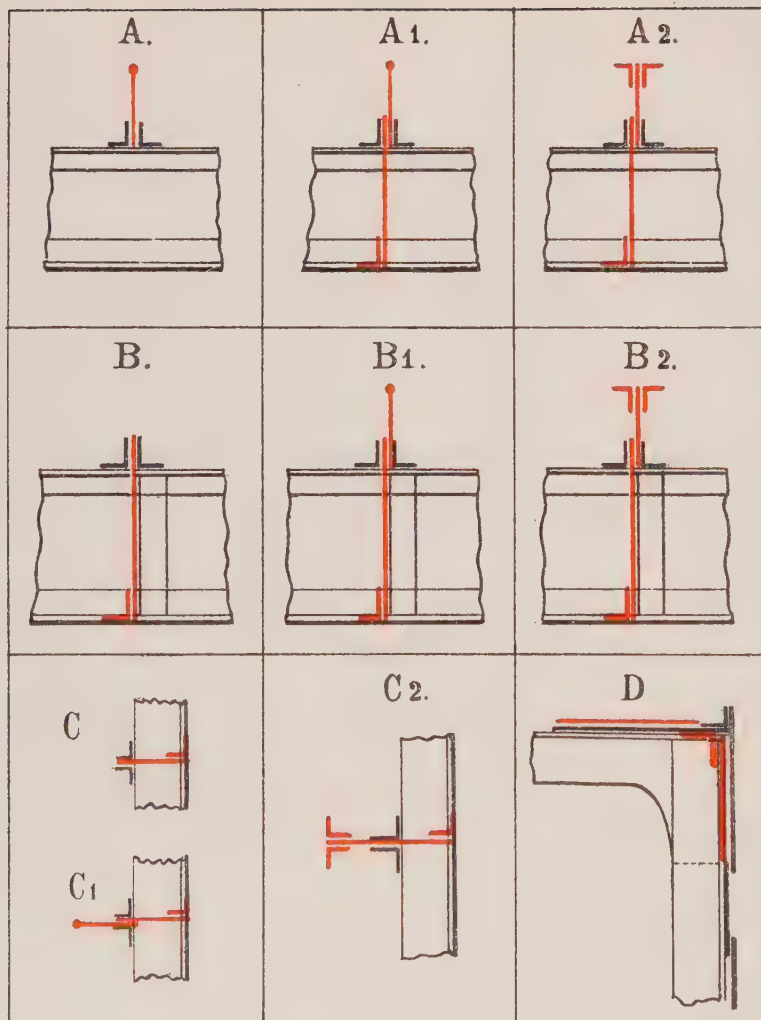
Table N° 13<sup>3</sup>. — SHROUDS, STAYS AND BACKSTAYS OF FULL RIGGED SAILING VESSELS.

NUMBERS L x B x D				240,000				270,000				300,000				350,000				400,000				450,000			
NAME				NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE			NUMBER	CIRCUMFERENCE		
					Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp		Steel	Iron	Hemp
MAIN AND FOREMAST (*)	Lower shrouds . . .	6	Ins.	Ins.	Ins.	6	4 3/4	6 3/8	»	6	5	6 5/8	»	6	5 1/4	7	»	6	5 1/2	7 3/8	»	6	5 3/4	7 3/4	»		
	Cap shrouds . . .	1	4 1/2	6	12	1	4 3/4	6 3/8	»	1	5	6 3/8	»	2	5 1/4	7	»	2	5 1/2	7 3/8	»	2	5 3/4	7 3/4	»		
	Topmast shrouds . .	3	3 1/8	4 1/4	8 1/2	4	3 3/8	4 1/2	»	4	3 1/2	4 5/8	»	4	3 3/4	4 7/8	»	4	3 7/8	5 1/8	»	4	4	5 3/8	»		
	Topmast backstays. .	3	4 1/2	6	12	3	4 3/4	6 3/8	»	3	5	6 5/8	»	3	5 1/4	7	»	3	5 1/2	7 3/8	»	4	5 3/4	7 3/4	»		
	Topgallant backstays.	2	3 1/4	4 3/8	8 3/4	2	3 1/2	4 5/8	9 1/4	2	3 3/4	5	10	2	4	5 3/8	10 3/4	2	4 1/4	5 3/4	11 1/2	2	4 1/2	6	12		
	Lower stays . . .	2	4 1/2	6	12	2	4 3/4	6 3/8	»	2	5	6 5/8	»	2	5 1/4	7	»	2	5 1/2	7 3/8	»	2	5 3/4	7 3/4	»		
	Topmast stays . . .	2	4 1/2	6	12		4 3/4	6 3/8	»	2	5	6 5/8	»	2	5 1/4	7	»	2	5 1/2	7 3/8	»	2	5 3/4	7 3/4	»		
	Topgallant stays . .	1	3 1/4	4 3/8	8 1/4	1	3 1/2	4 5/8	9 1/4	1	3 3/4	5	10	1	4	5 3/8	10 3/4	1	4 1/4	5 3/4	11 1/2	1	4 1/2	6	12		
MIZEN MAST (*)	Lower shrouds . . .	5	3 1/2	4 5/8	9 1/4	5	3 3/4	5	10	5	4	5 3/8	10 3/4	5	4 1/4	5 3/4	11 1/2	5	4 1/2	6	12	5	4 3/4	6 3/8	»		
	Topmast backstays .	3	3 1/2	4 5/8	9 1/4	3	3 3/4	5	10	3	4	5 3/8	10 3/4	3	4 1/4	5 3/4	11 1/2	3	4 1/2	6	12	3	4 3/4	6 3/8	»		
	Topgallant backstays.	2	2 1/2	3 3/8	6 3/4	2	2 3/4	3 5/8	7 1/4	2	3	4	8	2	3 1/4	4 3/8	8 3/4	2	3 1/2	4 5/8	9 1/4	2	3 3/4	5	10		
	Lower stays . . .	2	3 1/2	4 5/8	9 1/4	2	3 3/4	5	10	2	4	5 3/8	10 3/4	2	4 1/4	5 3/4	11 1/2	2	4 1/2	6	12	2	4 3/4	6 3/8	»		
	Topmast stays . . .	2	3 1/2	4 5/8	9 1/4	2	3 3/4	5	10	2	4	5 3/8	10 3/4	2	4 1/4	5 3/4	11 1/2	2	4 1/2	6	12	2	4 3/4	6 3/8	»		
	Topgallant stays . .	1	2 1/2	3 3/8	6 3/4	1	2 3/4	3 5/8	7 1/4	1	3	4	8	1	3 1/4	4 3/8	8 3/4	1	3 1/2	4 5/8	9 1/4	1	3 3/4	5	10		
BOW- SPRIT	Diameter of shrouds (chains)	2	1 1/8			2	1 1/8			2	1 1/4			2	1 1/4			2	1 1/2			2	1 1/2				
	do of bobstay	1	2			1	2			1	2 1/4			1	2 1/4			1	2 1/2			1	2 1/2				
Sectional area of chain plates (**).				3 1/2 sq. in.				3 1/2 sq. in.				3 3/4 sq. in.				3 3/4 sq. in.				4 sq. in.				4 sq. in.			
Rigging screws (Diameter at bottom of thread).				1 7/8 in.				1 7/8 in.				2 in.				2 in.				2 1/8 in.				2 1/4 in.			
(*) One cap shroud and one topmast cap shroud, same size as corresponding shrouds, to be added when pole masts are used.																											
(**) These chain plates and rigging screws to be used for the main mast lower rigging and topmast backstays. For other parts of the rigging, they are to be in proportion with the size of corresponding shrouds and backstays.																											





## NOTES AND REFERENCES



**A** - A bulb of the size required for second deck beams to be riveted between the angle bars of the lower bilge keelsons, for  $\frac{2}{3}$  the vessel's length amidships.

**A1** - If the vessel's numeral is 225,000 or above, intercostal plates of the thickness required for intercostal side keelsons connected to the plating by an angle bar are to be fitted, for  $\frac{1}{2}$  the vessel's length amidships, in addition to the bulb required by **A**.

**A2** - A vertical plate with two keelson angle bars on its upper edge riveted between the angle bars of the lower bilge keelsons, for  $\frac{2}{3}$  the vessel's length amidships, and intercostal plates connected to the plating by an angle bar for  $\frac{1}{2}$  the vessel's length amidships. The height of the vertical plate to be not less than  $\frac{1}{2}$  the depth of the middle line keelson; its thickness and that of the intercostal plates to be the same as required for intercostal side keelsons. (Table No 3.)

In vessels whose numeral exceeds 750,000 the depth of the vertical plate shall be three fourths that of the middle line keelson, and if the numeral be over 1,000,000 an additional keelson will be required or other equivalent to the satisfaction of the Administration.

**B** A side intercostal keelson according to Art. 17 § 6 to be fitted.

**B1** If the vessel's numeral is 225,000 or above, a bulb of the size required for second deck beams to be riveted between the angles of the intercostal side keelson mentioned in note **B** for  $\frac{1}{2}$  the vessel's length amidships.

**B2** If the vessel's numeral is 225,000 or above, the bulb mentioned in note **B1** must be replaced by a vertical plate with two keelson angle bars on its upper part. The height of this plate to be not less than  $\frac{1}{2}$  the depth of the middle line girder keelson, and its thickness equal to that of the intercostal plates (Table No 3). When the numeral exceeds 900,000 the depth of the vertical plate shall be threefourths\* that of the middle line keelson.

**C** An intercostal plate of the thickness required by Table No 3 to be fitted for  $\frac{2}{3}$  length.

**C1** As in C, but with the addition of a bulb bar of the size required for second deck beams. The bulb to extend for  $\frac{1}{2}$  length and the intercostal for  $\frac{3}{4}$  length amidships.

**C2** As per sketch. The intercostal plate shall have a depth inside the reverse frame of half that of the centre girder keelson as given in Table No 3. It shall extend from the bow aft the one-third length, and right aft in vessels whose numeral exceeds 1,000,000.

**D** This strake (sheerstrake or stringer plate, as per table) to be doubled as follows.

The sheerstrake to be an outside strake doubled between the stringer and the strake adjoining the sheerstrake, by a plate of the same thickness as the strake below it, and of a width not less than 24 inches, for  $\frac{2}{3}$  the vessel's length amidships.

The deck stringer to be doubled for its whole width with a plate of the same thickness as the deck strake next to it, and a double stringer angle bar to be fitted in all cases, as per Art. 18 § 2.

N. B. - In lieu of being doubled, the sheerstrake or stringer plate may be increased by half its tabular thickness.

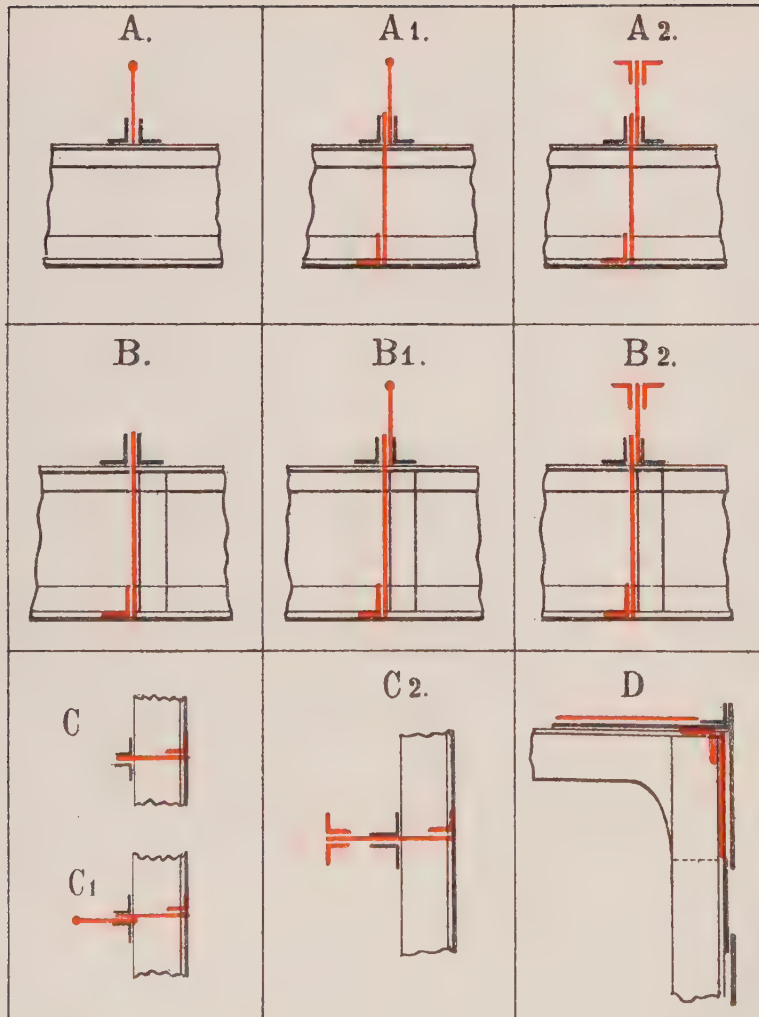
TABLE 14. — ADDITIONS TO VESSELS OF EXTREME PROPORTION OF LENGTH TO DEPTH.

NUMBERS L x B x D. (Art. 9.)		Under 75000			75000 150000			150000 300000			300000 450000			450000 600000			600000 750000			750000 1000000*			1000000 1250000*			1250000 1500000*												
Additions to the upper part of vessels for length amidships (in 16ths of an inch.)		Proportion of length to depth mea- sured to upper deck, 1) (Art. 10.)		12 to 14	14 to 16	16 to 18	12 to 14.5	13.5 to 15	15 to 16.5	16.5 to 18	12 to 13	13 to 14	14 to 15	15 to 16	12 to 13	13 to 14	14 to 15	15 to 16	12 to 13	13 to 14	14 to 15	15 to 16	12 to 13	13 to 14	14 to 15	15 to 16	12 to 13	13 to 14	14 to 15	15 to 16								
		For all vessels, excepting spar- deck vessels.		To the upperdeck (1 sheerstrake)		1	2	2	1	2	2	3	1	2	2	D	2	2	D	D	2	D	D	D	D	D	D	D	D	D	D	D						
				To the strake be- low sheerstrake		"	"	"	"	"	1	1	"	"	1	"	"	1	"	1	2	"	1	2	(2) 3	1	2	(2) 4	(2) 6	2	3	(2) 6	D	3	6	D	(2) D	(3) D
		For spardeck vessels		To the spardeck sheerstrake		"	"	"	"	1	1	1	1	"	1	1	1	2	1	1	2	3	1	2	2	3	1	2	3	D	"	"	"	"	"	"		
				To the 2 <sup>d</sup> deck sheerstrake		"	"	"	"	"	1	1	"	"	1	1	"	1	1	1	"	1	1	1	2	1	1	2	2	"	"	"	"	"	"	"		
				To the strakes be- tween the two		"	"	"	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	2	2	1	2	2	2	"	"	"	"	"	"	"	
		For all vessels		To the upperdeck (1) stringer plate.		"	"	2	"	"	"	1	2	1	1	1	2	1	1	2	3	1	2	"	D	2	3	D	D	4	D	D	D	D	D	D	1 D	
				To the deck strake next to stringer.		"	"	"	"	"	"	"	"	"	"	1	"	"	1	2	(2) 3	1	2	(2) 3	(2) 6	1	2	(2) 3	(2) 6	2	3	(2) 6	D	3	6	D	D	
		Additions to the lower part of vessels for 2/3 length amidships.		For all vessels		Addition to the bilge strakes (in 16ths of an inch)		1	2	2	1	1	2	2	1	1	2	2	1	2	2	2	2	2	3	2	3	3	3	3	3	4	D	(5) 4	4	D	(5) D	(5) D
						Addition		to the lower bilge keelson.		A	A	A	A	A	A	A	A <sub>1</sub>	A <sub>1</sub>	A	A <sub>1</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>1</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	A <sub>2</sub>	
to the upper bilge keelson.								"	"	"	"	"	C	C	"	C	C	C <sub>1</sub>	C	C <sub>1</sub>	C <sub>1</sub>	C <sub>2</sub>	C	C <sub>1</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>1</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	C <sub>2</sub>	
						Side intercostal keelson to be fitted		"	"	"	B	B	B	B	B	B <sub>1</sub>	B <sub>1</sub>	B <sub>1</sub>	B <sub>1</sub>	B <sub>2</sub>	B <sub>1</sub>	B <sub>1</sub>	B <sub>1</sub>	B <sub>2</sub>	B <sub>1</sub>	B <sub>1</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>	B <sub>2</sub>

(1) 2<sup>d</sup> deck in awningdeck and shelterdeck vessels.  
(2) This addition to be divided over two strakes.  
(3) First and second strakes below sheer doubled.  
(4) Upper and main deck stringers doubled.  
(5) One bilge strake doubled.

\* For vessels whose numeral exceeds 750,000, the Administration reserves the right to allow less or demand more additions for extreme proportions; each submitted case will be considered as a special one.

## NOTES AND REFERENCES



**A** — A bulb of the size required for second deck beams to be riveted between the angle bars of the lower bilge keelsons, for  $\frac{2}{3}$  the vessel's length amidships.

**A1** — If the vessel's numeral is 225,000 or above, intercostal plates of the thickness required for intercostal side keelsons connected to the plating by an angle bar are to be fitted, for  $\frac{1}{2}$  the vessel's length amidships, in addition to the bulb required by **A**.

**A2** — A vertical plate with two keelson angle bars on its upper edge riveted between the angle bars of the lower bilge keelsons, for  $\frac{2}{3}$  the vessel's length amidships, and intercostal plates connected to the plating by an angle bar for  $\frac{1}{2}$  the vessel's length amidships. The height of the vertical plate to be not less than  $\frac{1}{2}$  the depth of the middle line keelson; its thickness and that of the intercostal plates to be the same as required for intercostal side keelsons. (Table No 3.)

In vessels whose numeral exceeds 750,000 the depth of the vertical plate shall be three fourths that of the middle line keelson, and if the numeral be over 1,000,000 an additional keelson will be required or other equivalent to the satisfaction of the Administration.

**B** — A side intercostal keelson according to Art. 17 § 6 to be fitted.

**B1** — If the vessel's numeral is 225,000 or above, a bulb of the size required for second deck beams to be riveted between the angles of the intercostal side keelson mentioned in note **B** for  $\frac{1}{2}$  the vessel's length amidships.

**B2** — If the vessel's numeral is 225,000 or above, the bulb mentioned in note **B1** must be replaced by a vertical plate with two keelson angle bars on its upper part. The height of this plate to be not less than  $\frac{1}{2}$  the depth of the middle line girder keelson, and its thickness equal to that of the intercostal plates (Table No 3). When the numeral exceeds 900,000 the depth of the vertical plate shall be threefourths that of the middle line keelson.

**C** — An intercostal plate of the thickness required by Table No 3 to be fitted for  $\frac{2}{3}$  length.

**C1** — As in C, but with the addition of a bulb bar of the size required for second deck beams. The bulb to extend for  $\frac{1}{2}$  length and the intercostal for  $\frac{3}{4}$  length amidships.

**C2** — As per sketch. The intercostal plate shall have a depth inside the reverse frame of half that of the centre girder keelson as given in Table No 3. It shall extend from the bow aft the one-third length, and right aft in vessels whose numeral exceeds 1,000,000.

**D** — This strake (sheerstrake or stringer plate, as per table) to be doubled as follows.

The sheerstrake to be an outside strake doubled between the stringer and the strake adjoining the sheerstrake, by a plate of the same thickness as the strake below it, and of a width not less than 24 inches, for  $\frac{2}{3}$  the vessel's length amidships.

The deck stringer to be doubled for its whole width with a plate of the same thickness as the deck strake next to it, and a double stringer angle bar to be fitted in all cases, as per Art. 18 § 2.

N. B. — In lieu of being doubled, the sheerstrake or stringer plate may be increased by half its tabular thickness.

TABLE 14. — ADDITIONS TO VESSELS OF EXTREME PROPORTION OF LENGTH TO DEPTH.

NUMBERS L × B × D. (Art. 9.)		Under 75000	75000 — 150000	150000 — 300000	300000 — 450000	450000 — 600000	600000 — 750000	750000 — 1000000*	1000000 — 1250000*	1250000 — 1500000*
Additions to the upper part of vessels for 2/3 length amidships (in 16ths of an inch.)	Proportion of length to depth measured to upper deck (1) (Art. 10) . . .	12 to 14 14 to 16 16 to 18	12 to 13.5 13.5 to 15 15 to 16.5 16.5 to 18	12 to 13 13 to 14 14 to 15 15 to 16	12 to 13 13 to 14 14 to 15 15 to 16	12 to 13 13 to 14 14 to 15 15 to 16	12 to 13 13 to 14 14 to 15 15 to 16	12 to 13 13 to 14 14 to 15 15 to 16	12 to 13 13 to 14 14 to 15 15 to 16	12 to 13 13 to 14 14 to 15 15 to 16
	For all vessels, excepting spar-deck vessels.	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
	To the upperdeck (1) sheerstrake . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
	To the strake below sheerstrake . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
	To the spardeck sheerstrake . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
For spardeck vessels	To the 2 <sup>d</sup> deck sheerstrake . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
	To the strakes between the two . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
	To the upperdeck (1) stringer plate . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
For all vessels	To the deck strake next to stringer . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
	To the upperdeck (1) stringer plate . . .	1 2 2	1 2 2	1 2 2 D	2 2 D D	2 D D D	D D D D	D D D D	D D D D	D D D D
Additions to the lower part of vessels for 2/3 length amidships.	Addition to the bilge strakes (in 16ths of an inch) . . .	1 2 2	1 1 2 2	1 1 2 2	1 2 2 2	2 2 2 2	2 2 2 3	2 3 3 3	3 3 4 D	4 4 D D
	Addition to the lower bilge keelson . . .	A A A	A A A A	A A A <sub>1</sub> A <sub>1</sub>	A A <sub>1</sub> A <sub>2</sub> A <sub>2</sub>	A <sub>1</sub> A <sub>2</sub> A <sub>2</sub> A <sub>2</sub>	A <sub>2</sub> A <sub>2</sub> A <sub>2</sub> A <sub>2</sub>	A <sub>2</sub> A <sub>2</sub> A <sub>2</sub> A <sub>2</sub>	A <sub>2</sub> A <sub>2</sub> A <sub>2</sub> A <sub>2</sub>	A <sub>2</sub> A <sub>2</sub> A <sub>2</sub> A <sub>2</sub>
	Addition to the upper bilge keelson . . .	A A A	A A C C	A C C C <sub>1</sub>	C C <sub>1</sub> C <sub>1</sub> C <sub>2</sub>	C C <sub>1</sub> C <sub>2</sub> C <sub>2</sub>	C <sub>1</sub> C <sub>2</sub> C <sub>2</sub> C <sub>2</sub>	C <sub>2</sub> C <sub>2</sub> C <sub>2</sub> C <sub>2</sub>	C <sub>2</sub> C <sub>2</sub> C <sub>2</sub> C <sub>2</sub>	C <sub>2</sub> C <sub>2</sub> C <sub>2</sub> C <sub>2</sub>
	Side intercostal keelson to be fitted . . .	A A A	A B B B	B B B <sub>1</sub> B <sub>1</sub>	B <sub>1</sub> B <sub>1</sub> B <sub>1</sub> B <sub>2</sub>	B <sub>1</sub> B <sub>1</sub> B <sub>1</sub> B <sub>2</sub>	B <sub>1</sub> B <sub>1</sub> B <sub>2</sub> B <sub>2</sub>	B <sub>2</sub> B <sub>2</sub> B <sub>2</sub> B <sub>2</sub>	B <sub>2</sub> B <sub>2</sub> B <sub>2</sub> B <sub>2</sub>	B <sub>2</sub> B <sub>2</sub> B <sub>2</sub> B <sub>2</sub>

(1) 2<sup>d</sup> deck in awningdeck and shelterdeck vessels.  
 (2) This addition to be divided over two strakes.  
 (3) First and second strakes below sheer doubled.  
 (4) Upper and main deck stringers doubled.  
 (5) One bilge strake doubled.  
 \* For vessels whose numeral exceeds 750,000, the Administration reserves the right to allow less or demand more additions for extreme proportions: each submitted case will be considered as a special one.





Liste des Établissements métallurgiques  
où le Bureau Veritas est appelé à faire  
des essais.

List of Iron, Steel and other Works  
where testing is carried out by Bureau  
Veritas Surveyors.

ALLEMAGNE — GERMANY

Fried. Krupp, A.-G.-Stahlwerk . . . . .	Annen i./Annen.
Balcke, Telling & Co . . . . .	Benrath.
Die Bismarckhütte . . . . .	Bismarckhütte.
Westfälische Stahlwerke . . . . .	Bochum.
Bochumer Verein für Bergbau- & Gussstahlfabrikation . . . . .	Bochum.
Gesellschaft für Stahlindustrie . . . . .	Bochum.
Borsig's Berg.- & Hüttenverwaltung.	Borsigwerk.
Mannesmannröhrenwerke. . . . .	Bous a/Saar.
Eisen- & Stahlwerk Hoesch A.-G. . . . .	Dortmund.
A.-G. Union . . . . .	Dortmund.
Ph. Weber, Blechwalzwerk . . . . .	Dortmund.
Eisenwerk Rothe Erde . . . . .	Dortmund.
Duisburger Eisen- & Stahlwerke. . . . .	Duisburg.
Hochfelder Walzwerke Actien-Verein	Duisburg-Hochfeld.
Oberbilkener Stahlwerk. . . . .	Düsseldorf-Oberbilk.
Haniel & Lueg. . . . .	Düsseldorf-Grafen- [berg.
Oeking & Co, Gussstahlwerk . . . . .	Düsseldorf-Oberbilk.
Düsseldorfer Röhren- & Eisenwalz- werke. . . . .	Düsseldorf-Oberbilk.
Düsseldorfer Röhrenindustrie . . . . .	Düsseldorf-Oberbilk.
Oberbilkener Blechwalzwerk . . . . .	Düsseldorf-Oberbilk.
Press- & Walzwerk A.-G. . . . .	Düsseldorf-Reisholz.

Stahlwerk Krieger . . . . .	Düsseldorf-Obercas- [sel.
Piedbœuf & Co . . . . .	Düsseldorf.
Phoenix A.-G. . . . .	Eschweiler-Aue.
Blechwalzwerk Schulz Knaudt Actien- Gesellschaft . . . . .	Essen.
Fried. Krupp, A.-G. . . . .	Essen.
Oberschlesische Eisenbahnbedarfs-Act.- Gesellschaft . . . . .	Friedenshütte bei [Morgenroth O.Schl.
Geisweider Eisenwerk. . . . .	Geisweid a/d Sieg.
Flender & Weber. . . . .	Geisweid a/d Sieg.
Huldschinskysche Hüttenwerke, Act.- Gesellschaft . . . . .	Gleiwitz.
Gewerkschaft Deutscher Kaiser . . . . .	Hamborn-Bruckhau- [sen.
A.-G. Phoenix, Abtlg. Union . . . . .	Hamm i/Westfalen.
Henschel & Sohn Abtlg. Henvichshütte	Hattengen/Ruhr.
Les Petits-fils de Fois de Wendel & Co.	Hayingen i/Lothr.
Hoerder Bergwerks & Hütten-Verein.	Hoerde (Westfalen).
Die Baldonhütte . . . . .	Kattowitz.
Howaldt's-Werke . . . . .	Kiel.
Vereinigte Königs- und Laurahütte Act.-Gesellschaft. . . . .	Königshütte.
Phoenix A.-G. . . . .	Laar b/Ruhrort.

## ALLEMAGNE — GERMANY

R. Fitzner, Nietenfabrik . . . . .	Laurahütte O. Schl.	Leurs & Heimpelmann. . . . .	Ratingen.
Vereinigte Königs- und Laurahütte A.-G. . . . .	Laurahütte.	Deutsch Oesterreichische Mannesmann Röhrenwerke . . . . .	Remscheid.
Fried. Krupp, A.-G.-Grusonwerk . .	Magdeburg-Buckau.	Bergische Stahlindustrie . . . . .	Remscheid.
Otto Gruson & C <sup>o</sup> . . . . .	Magdeburg-Buckau.	Stahl- und Walzwerk. . . . .	Rendsburg.
Thyssen & C <sup>o</sup> . . . . .	Mülheim a/d. Ruhr.	Rombacherhütte . . . . .	Rombach i/Lothr.
Gebr. Stumm, G. m. b. H. . . . .	Neunkirchen (bez- Trier).	Aachener Hütten-Actien-Verein . .	Rothe Erde b/Aachen
Charlottenhütte A.-G. . . . .	Niederschelden a/d. [Sieg.	Gewerkschaft Grillo, Funke & C <sup>o</sup> . .	Schalke i/Westfalen
Gutehoffnungshütte A. V. . . . .	Oberhausen.	Röhrenwalzwerke . . . . .	A. G. Schalke.
Georgs-Marien Bergwerks- & Hütten- Verein . . . . .	Osnabrück.	Röchling'sche Eisen- & Stahlwerke G. m. b. H. . . . .	Völklingen a/Saar.
Ganz & C <sup>o</sup> . . . . .	Ratibor.	Bremer Hütte . . . . .	Weidenau a/d Sieg.
		Gussstahlwerk Witten . . . . .	Witten a/d. Ruhr.
		Wittener Stahlröhrenwerke . . . . .	Witten a/d. Ruhr.

## AUTRICHE-HONGRIE — AUSTRIA-HUNGARIA

Poldihütte Werkzeug-Gussstahlfabrik	Kladno.	Skodawerke Actien-Gesellschaft. . .	Pilsen.
A. Hahn-Röhrenwalzwerk. . . . .	Oderberg	Rudolfshütte Feinblech Walzwerk . .	Teplitz.
Prager Eisenindustrie. . . . .	Prag.	Witkowitz Bergbau- und Eisenhüt- ten Gewerkschaft. . . . .	Witkowitz.
Böhm, Montangesellschaft . . . . .	Prag.		

## BELGIQUE — BELGIUM

Société Anonyme des Aciéries d'An- gleur . . . . .	Angleur lez-Liége.	Société Anonyme des Boulonneries & Visseries du Borinage. . . . .	Boussu lez-Mons.
Société Anonyme des Usines Métallur- giques « La Brugeoise » . . . . .	Bruges.	Société Anonyme de la Fabrique de Fer de Charleroi . . . . .	Charleroi.

## BELGIQUE — BELGIUM

Société Anonyme des Laminoirs de Châtelet. . . . .	Châtelet.	Société Anonyme Métallurgique d'Espérance-Longdoz. . . . .	Liège.
Société Anonyme des Usines du Phénix. . . . .	Châtelineau.	Société Anonyme des Usines de Cuivre & Zinc. . . . .	Liège.
Société Anonyme des Forges de Clabecq. . . . .	Clabecq.	Société Anonyme des Boulonneries de Liège. . . . .	Liège.
Société Anonyme de Marcinelle & Couillet. . . . .	Couillet.	Société Anonyme Dyle & Bacalan. . . . .	Louvain.
Usines de Court-St-Étienne (M. Émile Henricot). . . . .	Court-St-Étienne.	Société Anonyme des Forges & Aciéries de la Providence. . . . .	Marchienne-au-Pont.
Société Anonyme des Usines & Fonderies de Baume-&Marpent. . . . .	Haine-St-Pierre.	Société Anonyme des Usines & Aciéries de Léonard Giot. . . . .	Marchienne-au-Pont
Société Anonyme des Forges & Laminoirs de Baume. . . . .	Haine-St-Pierre.	Société Anonyme des Forges & Laminoirs de St-Victor. . . . .	Marchienne-au-Pont
Société des Laminoirs, Forges, Fonderies de Jemappes. . . . .	Jemappes lez-Mons.	Société des Forges & Laminoirs de Ste-Alliance. . . . .	Marchienne-au-Pont
Société Anonyme des Forges & Tôleries Liégeoises. . . . .	Jupille.	Société Métallurgique « Sambre-&Moselle » . . . . .	Montigny-s/Sambre.
Société Anonyme des Aciéries Boël. . . . .	La Louvière.	Société Anonyme d'Ougrée-Marhayé. . . . .	Ougrée.
Société Anonyme des Tubes sans Soudures. . . . .	Lembeq lez [Bruxelles.	Société Anonyme John Cockerill. . . . .	Seraing.
		Société Anonyme d'Escaut-&Meuse. . . . .	Val-Benoit.

## DANEMARK — DENMARK

..... Burmeister & Wain. . . . . | Copenhagen.

## ÉTATS-UNIS — UNITED-STATES

Bethlehem Steel C <sup>o</sup> . . . . .	Bethlehem (Pa.).	National Tube C <sup>o</sup> . . . . .	Mc Keesport (Del.)
Penn Steel Casting C <sup>o</sup> . . . . .	Castings. Chester (Pa.).	Passaic Steel C <sup>o</sup> . . . . .	Paterson (N.-J.).
Seaboard Steel Casting C <sup>o</sup> . . . . .		Bradlee & C <sup>o</sup> . — Chains. . . . .	Philadelphia (Pa.).
Solid Steel Casting C <sup>o</sup> . . . . .		Phoenix Iron C <sup>o</sup> . . . . .	Phoenixville (Pa.).
Tidewater Steel C <sup>o</sup> . . . . .	Chester (Pa.).	Jones & Laughlin Steel C <sup>o</sup> . . . . .	Pittsburg (Pa.).
Otis Steel C <sup>o</sup> . . . . .	Cleveland (O.).	U. S. Steel Corporation. . . . .	Pittsburg, Philad. & [Chicago.]
Luckens Iron & Steel C <sup>o</sup> . . . . .	Coatesville (Pa.).	Jas. Mc Kay & C <sup>o</sup> . — Chains. . . . .	Pittsburg (Pa.).
Worth Bros C <sup>o</sup> . . . . .	Coatesville (Pa.).	Pennsylvania Steel C <sup>o</sup> . . . . .	Steeltown (Pa.).
Central Iron & Steel C <sup>o</sup> . . . . .	Harisburg (Pa.).	American Steel Foundries. . . . .	Thurlow (Pa.).
Cambria Steel C <sup>o</sup> . . . . .	Johnstown (Pa.).	John A. Roebling's Sons C <sup>o</sup> . — Steel [Cable.]	Trenton (N.-J.).
American Iron & Steel Mfg. C <sup>o</sup> . . . . .	Lebanon (Pa.).		
West End Rolling Mill C <sup>o</sup> . — Chains .	Lebanon (Pa.).		

## FRANCE

C <sup>ie</sup> Anonyme des Mines, Fonderies & Forges d'Alais. . . . .	Alais.	Bertin frères. . . . .	Bezons.
Société Anonyme des Filatures, Corderies & Tissages d'Angers . . . . .	Angers.	C <sup>ie</sup> des Forges & Aciéries de la Marine & des Chemins de fer . . . . .	Boucau.
G. Larivière & C <sup>ie</sup> (Corderie mécanique)	Angers.	Capitain, Gény & C <sup>ie</sup> . . . . .	Bussy (Meurthe-et-[Moselle].)
Boulonnerie E. et P. Courtin. . . . .	Anzin.	C <sup>ie</sup> Anonyme des Forges de Châtillon-Commentry & Maisons-Neuves. . . . .	Commentry.
Société Anonyme d'Escaut & Meuse. .	Anzin.	Daydé et Pillé . . . . .	Creil.
Heinrich. . . . .	Aubervillers.	Société Anonyme des Hauts Fourneaux, Forges & Aciéries de Denain & Anzin. . . . .	Denain.
Société des Boulonneries de Bavay . .	Bavay.	Aciéries Domange frères. . . . .	Denain.
Stein & C <sup>o</sup> . . . . .	Belford-Danjoutin.	Usines d'Electro-Métallurgie de Dives.	Dives s/Mer.
Société Anonyme des Forges de France-Comté . . . . .	Besançon.		

# FRANCE

Société Anonyme des Forges de Douai . . . . .	Douai.	Acieries de Maromme . . . . .	Maromme (Seine-In- [férieure).
Société Anonyme des Acieries & Forges de Firminy . . . . .	Firminy.	Marrel frères (Forges de la Cape- lette) . . . . .	Marseille.
Magnard & Co . . . . .	Fourchambault.	Société des Fonderies d'Acier du Midi.	Marseille.
Bouchacourt & Co . . . . .	Fourchambault.	Lenevaitre & Co, Forges de Saint- Louis . . . . .	Marseille.
Société des Forges de Franche-Comté.	Fraisans.	Forges de Montataire . . . . .	Montataire.
Félix Hubin . . . . .	Gournay-en-Caux [(Seine-Inf <sup>re</sup> ).	Société Métallurgique de Montbard. .	Montbard.
Société Anonyme des Hauts Fourneaux & Laminiers de la Sambre. . . . .	Hautmont.	Fernand Heusschen (Forges). . . . .	Montjeau (Maine-et- [Loire).
Dambiermont & Géhu. . . . .	Hautmont.	Usines de Montluçon . . . . .	Montluçon.
Société Anonyme des Forges de la Providence . . . . .	Hautmont.	Société des Acieries de Longwy. . . . .	Mont-St-Martin.
Ateliers de Constructions, Forges et Fonderie d'Hautmont. . . . .	Hautmont.	Usines de Vezin-Aulnoye . . . . .	Moxéville.
Société Anonyme des Fonderies & Acieries d'Hirson. . . . .	Hirson.	Forges de Basse-Indre. . . . .	Nantes.
Société Anonyme de Commentry-Fourchambault-Decazeville. . . . .	Imphy	Fonderies Voruz . . . . .	Nantes.
Boulonneries du Chambon-Feugerolles.	Le Chambon (Loire).	Piedallu . . . . .	Nantes.
Schneider & Co . . . . .	Le Creusot.	Société des Acieries Nantaises. . . . .	Nantes.
Forges de Lorette . . . . .	Lorette.	Société Anonyme des Ateliers Thomé- Génot. . . . .	Nouzon (Ardennes).
Société Française pour la Fabrication de Tubes. . . . .	Louvroil (Nord).	Delhomme (Corderie mécanique) . . .	Paimbœuf.
Fabrique de Fer de Maubeuge. . . . .	d <sup>o</sup> .	Société Métallurgique de l'Ariège. . .	Pamiers.
Fréland-Guinot. . . . .	Lyon.	H. Marchal . . . . .	Pantin.
A. Fasquier & Co . . . . .	Lyon.	Picard. . . . .	Pantin.
Faugier & Co . . . . .	Lyon.	Co <sup>e</sup> Française des Métaux . . . . .	Paris.
		Corderie de la Seine . . . . .	Paris.
		G. Robert & Co . . . . .	Paris.
		Muller & Roger . . . . .	Paris.
		Plichon (Acieries de Grenelle) . . . .	Paris.



## FRANCE

Thirion . . . . .	Paris.	A. Hachette & Driant & Co. . . . .	St-Dizier.
Société des Hauts Fourneaux, Forges & Laminoirs de Meurthe-&-Moselle.	Pompey.	Forges de Bellevue . . . . .	St-Étienne.
A. Lacombe & fils . . . . .	Rive-de-Gier.	Société des Forges de Valbenoite . . .	St-Étienne.
Debuit & Berthon. . . . .	Rive-de-Gier.	Cie des Fonderies, Forges & Aciéries de St-Etienne. . . . .	St-Étienne.
Marrel frères. . . . .	Rive-de-Gier.	Forrissier, Bouthéon & Dubreuil . . .	St Julien-en-Jarez.
Serve frères . . . . .	Rive-de-Gier.	Société des Anciens Établissements Imbert frères. . . . .	St-Julien-en-Jarez.
Société Anonyme Industrielle des Eta- blissements Arbel. . . . .	Rive-de-Gier.	Saint frères . . . . .	St-Ouen (Somme).
Cie des Hauts Fourneaux, Forges & Aciéries de la Marine, des Chemins de fer & d'Homécourt. . . . .	St-Chamond.	Société Anonyme des Aciéries de la Meuse. . . . .	Stenay.
Bouché & Co . . . . .	St-Chamond.	Aciéries, Hauts Fourneaux & Forges de Trignac. . . . .	Trignac (Loire-Inf <sup>re</sup> )
Salles & Aubagnac . . . . .	St-Denis.	Société Anonyme des Tubes de Valen- ciennes . . . . .	Valenciennes.
Société des Ateliers & Chantiers de La Loire . . . . .	St-Denis.	E. Dervaux Ibled. . . . .	Vieux-Condé.

## GRANDE-BRETAGNE — GREAT-BRITAIN

James Dunlop & Co L <sup>d</sup> , Calderbank Steel Works . . . . .	Airdrie.	The Ayrshire Foundry Co L <sup>d</sup> , Ste- venston Foundry. . . . .	Ayrshire.
Stewarts & Lloyds L <sup>d</sup> , Imperial Tube Works . . . . .	Airdrie.	The Barrow Hoematite Steel Co L <sup>d</sup> . .	Barrow.
Dickson & Mann L <sup>d</sup> . . . . .	Armadale.	District Iron & Steel Co L <sup>d</sup> . . . . .	Birmingham.
Glen-garnock Iron & Steel Co L <sup>d</sup> , Glen- garnock Steel Works . . . . .	Ayrshire.	Lloyd & Lloyd . . . . .	Birmingham.
		Steel Co of Scotland L <sup>d</sup> . . . . .	Blochairn (1).
		Bolton Iron & Steel Co L <sup>d</sup> . . . . .	Bolton.

(1) Rolling Mills & Steel Works at Newton & Blochairn.

# GRANDE-BRETAGNE — GREAT-BRITAIN

Robert Potter & Sons, Barrowfield Foundry. . . . .	Bridgeton, Glasgow.	The Dowlais Iron Work C <sup>o</sup> (Guest, Keen & Nettlefolds L <sup>d</sup> ) . . . . .	Dowlais.
Earl of Dudley Round Oak Works L <sup>d</sup>	Brierley Hill (Staffs)	Hardie & Gordon, Levenbank Foundry	Dumbarton.
Brymbo Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Brymbo.	Dennyston Forge C <sup>o</sup> L <sup>d</sup> . . . . .	Dumbarton.
The Clydebridge Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Cambuslang & Glas-	James Carmichael & C <sup>o</sup> L <sup>d</sup> , Ward Foundry. . . . .	Dundee.
The Fowne's Forge & Engineering C <sup>o</sup> .	Cardiff. [gow.	Consett Iron C <sup>o</sup> L <sup>d</sup> . . . . .	Durham.
John Spencer L <sup>d</sup> , Phoenix Iron Works.	Coatbridge.	Craven Speeding Bros . . . . .	Durham.
The Coatbridge Tinplate C <sup>o</sup> L <sup>d</sup> . . . . .	Coatbridge.	R. S. Newall & Son L <sup>d</sup> . . . . .	Durham.
James Allan & C <sup>o</sup> , Victoria Tube Works. . . . .	Coatbridge.	The Ebbw Vale Steel, Iron & Coal C <sup>o</sup> L <sup>d</sup> .	Ebbw-Vale.
Coats Tube C <sup>o</sup> , Coats Tube Works . . . . .	Coatbridge.	W. G. Armstrong Whitworth & C <sup>o</sup> . . . . .	Elswick.
The Caledonian Tube C <sup>o</sup> . . . . .	Coatbridge.	Lanarkshire Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Flemington near [Motherwell.
A. J. Stewart & Menzies L <sup>d</sup> . . . . .	Coatbridge.	The Frodingham Iron & Steel C <sup>o</sup> . . . . .	Frodingham.
The Coats Iron & Steel C <sup>o</sup> L <sup>d</sup> (Messrs Paterson-Downs & Jardine). . . . .	Coatbridge.	Chisholm & Law, Saracen Tube Works	Garnkirk.
Stewarts & Lloyds L <sup>d</sup> , British Tube Works . . . . .	Coatbridge.	Gartcosh Steel & Iron Works . . . . .	Gartcosh, near Glas- [gow.
Stewarts & Lloyds L <sup>d</sup> , Clyde Tube Works . . . . .	Coatbridge.	W <sup>m</sup> Beardmore & C <sup>o</sup> L <sup>d</sup> , Rolling Mills & Steel Works. . . . .	Glasgow.
Stewarts & Lloyds L <sup>d</sup> , Clydeside Tube Works . . . . .	Coatbridge.	Clydesdale Steel Foundry C <sup>o</sup> . . . . .	Glasgow.
James Wilson & Sons, Coatbridge Works . . . . .	Coatbridge.	Forsyth, Miller & C <sup>o</sup> . . . . .	Glasgow.
The Glasgow Axle & Forge C <sup>o</sup> L <sup>d</sup> . . . . .	Dalmarnock, Glas-	Dugald Rennie & C <sup>o</sup> L <sup>d</sup> , Camlachie Steel Foundry . . . . .	Glasgow.
The Darlington Forge C <sup>o</sup> L <sup>d</sup> . . . . .	Darlington. [gow.	Springfield Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Glasgow.
John Rogerson & C <sup>o</sup> L <sup>d</sup> . . . . .	Darlington.	F. Braby & C <sup>o</sup> L <sup>d</sup> , Eclipse Works. . . . .	Glasgow.
Sir Theodore Fry & C <sup>o</sup> . . . . .	Darlington.	D. Rowan Son. . . . .	Glasgow.
Butterley and C <sup>o</sup> L <sup>d</sup> . . . . .	Derby.	J. Marshall & Sons . . . . .	Glasgow.
Frodingham Iron & Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Doncaster.	The Forthbridge Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Glasgow.
		John Purden & Sons . . . . .	Glasgow.

# GRANDE-BRETAGNE — GREAT-BRITAIN

James Eadie & Sons . . . . .	Glasgow.	Coghlan Steel & Iron Co L <sup>d</sup> . . . . .	Leeds.
Dugald Rennie & Co L <sup>d</sup> . . . . .	Glasgow.	Walter Scott L <sup>d</sup> . . . . .	Leeds.
Iradeston Tube Co . . . . .	Glasgow.	Deighton Patent Flue & Tube Co. . . . .	Leeds.
Summerlee & Mossend Iron & Steel Co L <sup>d</sup> . . . . .	Glasgow.	Hawthorns & Co L <sup>d</sup> . . . . .	Leith and Granton.
Dixon & Corbitt & R. S. Newall & Co L <sup>d</sup> . . . . .	Glasgow.	Bullivant & Co, Millwall . . . . .	London.
Gourock Ropework Co . . . . .	Glasgow.	R. Fletcher & Co. . . . .	Low-Walker.
Caledonian Steel Casting Co . . . . .	Govan.	Bell Bros L <sup>d</sup> . . . . .	Middlesbro'.
Robert Potter & Sons, Govan Foundry . . . . .	Govan.	Bolckow Vaughan & Co . . . . .	Middlesbro'.
D. Richmond & Co L <sup>d</sup> . . . . .	Govan & Coatbridge.	Dorman Long & Co L <sup>d</sup> . . . . .	Middlesbro'.
The Wilsons & Union Tube Co L <sup>d</sup> . . . . .	Govan & Coatbridge.	Blaenavon Co L <sup>d</sup> . . . . .	Monmouth.
David Richmond & Co L <sup>d</sup> , North British Tube Works . . . . .	Govan.	Milnwood Steel & Iron Works. . . . .	Mossend.
Richardsons, Westgarth & Co L <sup>d</sup> . . . . .	Hartlepool.	Stewarts Lloyds L <sup>d</sup> , Clydesdale Steel & Iron Works. . . . .	Mossend.
Thomas Richardson & Sons L <sup>d</sup> . . . . .	Hartlepool.	David Colville & Sons L <sup>d</sup> , Dalzell Steel & Iron Works . . . . .	Motherwell.
R. & W. Hawthorn Leslie & Co L <sup>d</sup> . . . . .	Hebburn.	David Colville & Sons L <sup>d</sup> , Rolling Mills & Steel Works . . . . .	Motherwell.
Hull Forge Iron & Steel Co L <sup>d</sup> . . . . .	Hull.	Hurst, Nelson & Co L <sup>d</sup> , Glasgow, Rolling Stock & Plant Works. . . . .	Motherwell.
Harbour Forge Co . . . . .	Irvine.	The Wallsend Slipway & Engineering Co . . . . .	Newcastle-on-Tyne.
R. Kerr & Sons . . . . .	Irvine.	John Spencer & Sons L <sup>d</sup> (Ouseburn) . . . . .	Newcastle-on-Tyne.
Palmer's Shipbuilding & Iron Co L <sup>d</sup> . . . . .	Jarrow-on-Tyne.	R. Hood Haggie & Son L <sup>d</sup> . . . . .	Newcastle-on-Tyne.
The Portland Forge Co . . . . .	Kilmarnock.	Smith's Dock Co L <sup>d</sup> . . . . .	Newcastle-on-Tyne.
Matthew Reid & Co. . . . .	Kilmarnock.	The Steel Co of Scotland L <sup>d</sup> , Newton Steel Works. . . . .	Newton.
The Fife Forge Co . . . . .	Kirkcaldy.	Carntyne Iron Co, Carntyne Rolling Mills . . . . .	Parkhead-Glasgow.
Mannesmann Tube Co. . . . .	Landore.	The Springfield Steel Co L <sup>d</sup> . . . . .	Parkhead-Glasgow.
The Leeds Forge Co L <sup>d</sup> . . . . .	Leeds.		
Farnley Iron Co L <sup>d</sup> . . . . .	Leeds.		
Kirkstall Forge Co . . . . .	Leeds.		

# GRANDE-BRETAGNE — GREAT-BRITAIN

W <sup>m</sup> Beardmore & C <sup>o</sup> L <sup>d</sup> , Parkhead Forge, Rolling. . . . .	Parkhead.	The Weardale Iron & Coal C <sup>o</sup> L <sup>d</sup> . . .	Spennymoor.
W. C. Robinson & C <sup>o</sup> , Forth Bridge Steel Works. . . . .	Polmont.	Knutton Iron & Steel C <sup>o</sup> L <sup>d</sup> . . . . .	N. Staffordshire.
Midland Iron C <sup>o</sup> L <sup>d</sup> . . . . .	Rotherham.	Cargo Fleet Iron C <sup>o</sup> L <sup>d</sup> . . . . .	Stockton-on-Tees.
Parkgate Iron & Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Rotherham.	South Durham Steel und Iron C <sup>o</sup> L <sup>d</sup> . . .	Stockton-on-Tees.
James Eadie & Sons, Clydesdale Tube Works . . . . .	Rutherglen.	The Moor Steel and Iron C <sup>o</sup> L <sup>d</sup> . . . . .	Stockton-on-Tees.
Stewarts & Lloyds L <sup>d</sup> , Phoenix Tube Works . . . . .	Rutherglen.	The Stockton Malleable Iron C <sup>o</sup> L <sup>d</sup> . . .	Stockton-on-Tees.
Sheepbridge Coal & Iron C <sup>o</sup> L <sup>d</sup> . . . . .	Sheepbridge.	The West-Hartlepool and Iron C <sup>o</sup> L <sup>d</sup> . . .	Stockton-on-Tees.
Chas Cammell & C <sup>o</sup> L <sup>d</sup> . . . . .	Sheffield.	Richmond Iron & Steel C <sup>o</sup> . . . . .	Stockton-on-Tees.
Hadfield Steel Foundry C <sup>o</sup> L <sup>d</sup> . . . . .	Sheffield.	Head, Wrightson & C <sup>o</sup> L <sup>d</sup> . . . . .	Stockton-on-Tees.
Old Park Forge . . . . .	Sheffield.	The Shelton Iron & Steel & Coal C <sup>o</sup> L <sup>d</sup> . .	Stoke on Trent.
John Brown & C <sup>o</sup> . . . . .	Sheffield.	J. Dickinson & Sons L <sup>d</sup> . . . . .	Sunderland.
Vickers Sons & Maxim, River Don Works . . . . .	Sheffield & Barrow.	N. E. Marine Engineering C <sup>o</sup> L <sup>d</sup> . . . . .	Sunderland.
The Mount Vernon, I. & S. C <sup>o</sup> L <sup>d</sup> . . . . .	Shettleston.	Sunderland Forge & Engineering C <sup>o</sup> L <sup>d</sup> . .	Sunderland.
The Acme Steel Foundry C <sup>o</sup> . . . . .	Shettleston.	Tredegar Iron & Coal C <sup>o</sup> L <sup>d</sup> . . . . .	Tredegar.
Lilleshall C <sup>o</sup> L <sup>d</sup> . . . . .	Shropshire.	North Eastern Marine Engineering C <sup>o</sup> L <sup>d</sup> . . . . .	Wallsend-on-Tyne.
The Fowne's Forge & Engineering C <sup>o</sup> L <sup>d</sup> , Tyne Dock. . . . .	South-Shields.	Pearson & Knowles Iron & Steel C <sup>o</sup> . . .	Warrington.
		The Central Marine Engine Works . . .	West-Hartlepool.
		Ince Forge C <sup>o</sup> L <sup>d</sup> . . . . .	Wigan.
		Atlas Forge C <sup>o</sup> . . . . .	Wigan.
		The Glasgow Iron & Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Wishaw (1).
		The Pather Iron & Steel C <sup>o</sup> L <sup>d</sup> . . . . .	Wishaw.

(1) Melting Furnaces at Wishaw-Rolling mills at Wishaw & Motherwell

## RUSSIE — RUSSIA

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Rigaer Drath-Industrie für Ketten & Nieten. . . . .	Riga.	Rigaer Wagon Fabrik Prüfungs Maschine. . . . .	Riga.
Rigaer Stahlwerk für Stahlabgüsse. .	Riga.	Ostrowiecer Hochöfenwerke . . . . .	Riga.
Actien Gesellschaft « Phönix » für Stahlabgüsse. . . . .	Riga.	Sosnowiecer Rohren & Eisenwalzwerke. . . . .	Riga.

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## SUÈDE — SWEDEN

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Usines & Ateliers de Avesta . . . . .	Avesta.	Usines & Ateliers de Ramnas , . . . .	Ramnas.
» » Bofors . . . . .	Bofors.	Sandvikens Jernverks Aktb. . . . .	Sandviken.
» » Domnarfvet . . . . .	Domnarfvet.	Usines & Ateliers de Söderfors. . . . .	Söderfors.
» » Finspong . . . . .	Finspong.	» » Strömsnas. . . . .	Strömsnas.
Motala Verkstads Nya Aktb. . . . .	Motala.		

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## ASSIGNMENT OF FREEBOARD.

The BUREAU VERITAS, as an Association for the survey and registry of Shipping, has been appointed by the Board of Trade to approve and certify on their behalf the position of Load Line Discs, for the purpose of the Merchant Shipping Acts 1894.

Forms of application for the assignment of freeboard can be obtained from all Offices of the Society.

### EXTRACT FROM THE REGULATIONS MADE BY THE BOARD OF TRADE, AS TO LOAD-LINE MARKS.

1. The lines to be used in order to indicate the maximum load-line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load-line shall be the upper edge of each of such lines.

2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked 21 inches forward of the centre of the disc. The maximum load-line in fresh water shall be marked abaft such vertical line, and the maximum load-lines in salt water shall be marked forward of such vertical line, as shown on the diagrams. (See over.)

3. Such maximum load-lines shall be as follows, viz. : —

- For fresh water,
- » Indian summer,
- » summer,
- » winter,
- » winter, North Atlantic,

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows: —

- F.W. — Fresh water.
- I.S. — Indian summer.
- S. — Summer.
- W. — Winter.
- W.N.A. — Winter, North Atlantic.

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steamships shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment, and sailing ships shall be marked with such of the above-mentioned lines as indicate the maximum load-line for fresh water and for North Atlantic winter, but sailing ships engaged solely in the coasting trade shall only be marked with the line indicating the maximum load-line in fresh water.

5. The said disc, and the lines or marks to be used in connexion therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc and of each of the lines shall in the case of iron and steel vessels be permanently marked by centre punch marks, and shall in the case of wooden vessels be sunk for their breadths into the planking a depth of not less than one quarter of an inch.

Fees for the survey of and assignment of Freeboards	Classed Vessels and Wooden Sailing vessels not opened out for Survey	UNCLASSED VESSELS
Vessels under 300 tons gross.	£ 1. 1 0	£ 2. 2. 0.
» of 300 and under 1000 tons gross	2. 2. 0.	3. 3. 0.
» » 1000 » 2000 » »	3. 3. 0.	5. 5. 0.
» » 2000 » 3000 » »	4. 4. 0.	6. 6. 0.
» » 3000 » 4000 » »	5. 5. 0.	8. 8. 0.
» » 4000 tons and above.	6. 6. 0.	10. 10. 0.

### FREEBOARD

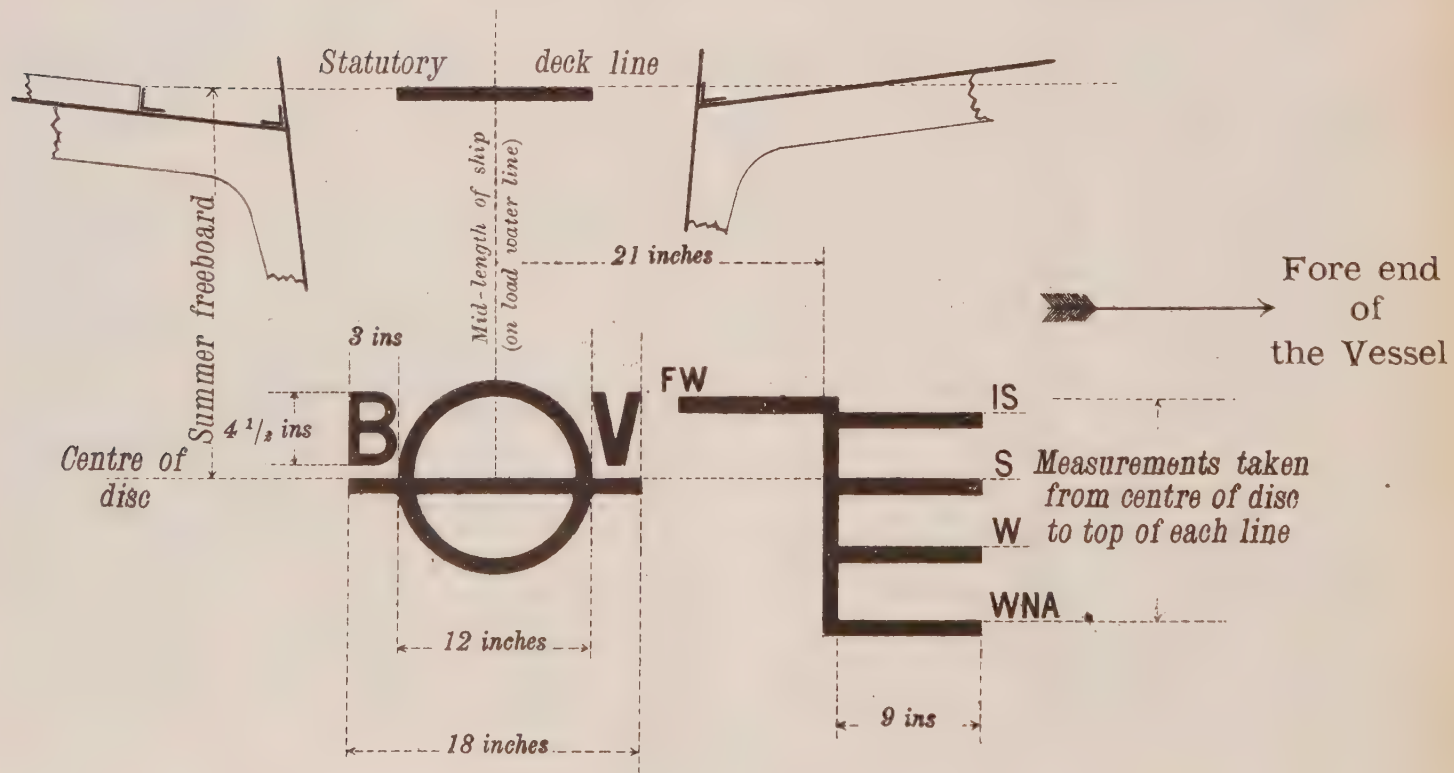
To be added to Scale of fees.

The fee to be charged for a copy of a certificate of approval of load-line is 5 s.

The travelling expenses incurred by surveyors in inspecting vessels for the assignment of load line should be charged to the owners, in addition to the full fee as prescribed above.

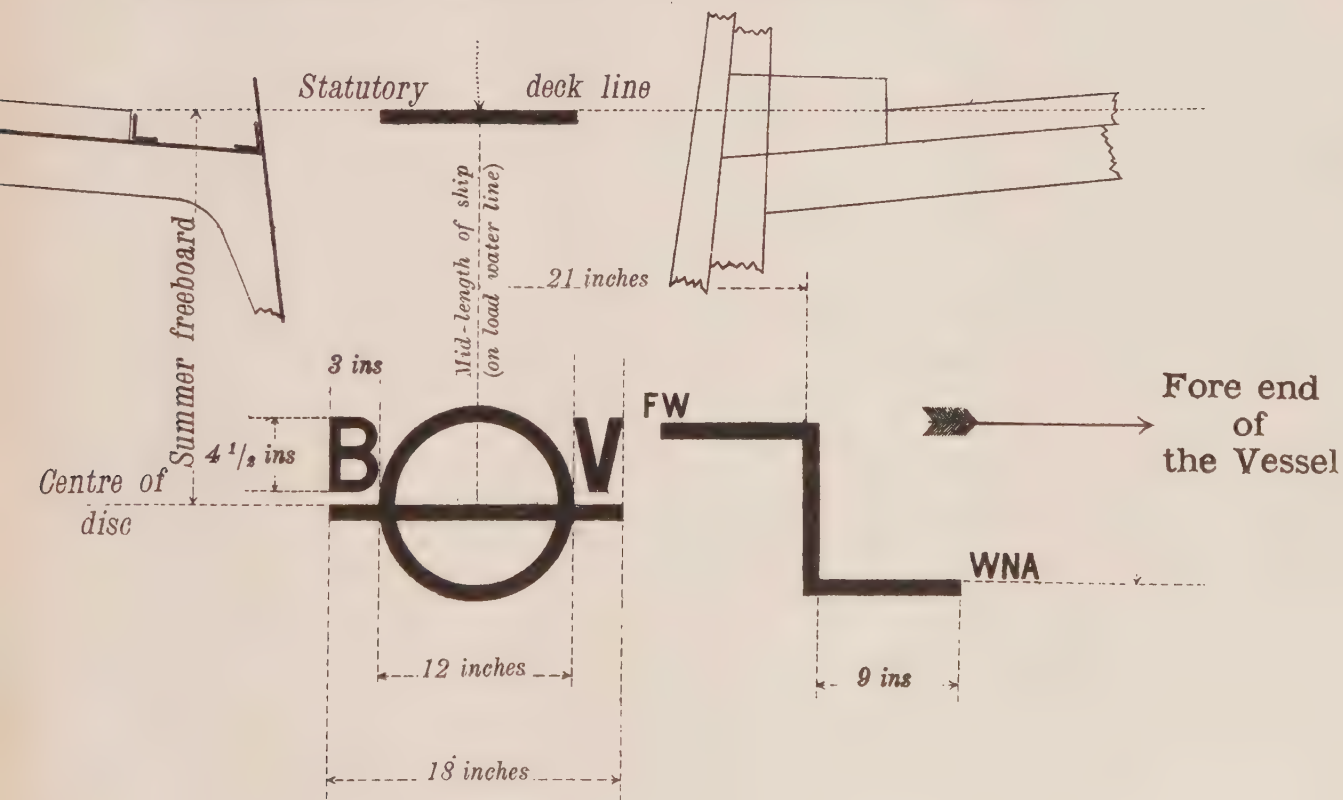
When owners or builders submit proposed designs of vessels and require provisional assignment of freeboard, the full fee as prescribed above should be paid, which will cover the final assignment when required to be made.

# FREEBOARD MARKS FOR STEAMERS



All lines to be one inch thick

# FREEBOARD MARKS FOR SAILING VESSELS



All lines to be one inch thick









## NOTE EXPLICATIVE

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KEY TO THE REGISTER — ERKLÄRUNG DER ABKÜRZUNGEN



# NOTE EXPLICATIVE

## NAVIRES A VOILES

### PREMIÈRE COLONNE.

La ✠ indique que le navire a été construit sous la surveillance spéciale et continue des Experts de l'Administration. (Voir Article 5, § 4 du Règlement.)

### 2<sup>e</sup> COLONNE.

Numéro d'ordre auquel correspondent les changements des Suppléments.

### 3<sup>e</sup> COLONNE.

#### NOMS DES NAVIRES & DES CAPITAINES.

#### DATE DU TERME

Les navires se trouvent classés dans le Registre suivant l'ordre alphabétique de leur nom et de leur pavillon, et l'importance de leur tonnage.

Lorsque le nom d'un navire se compose de plusieurs mots, le chercher à la lettre initiale du premier mot.

Ainsi : *Albert-Renée* se trouve à la lettre A; *John-Bull* au J; *Weser-Zeitung* au W, et ainsi de suite.

Les nombres placés sous le nom du capitaine indiquent : le premier, l'année où il a été breveté; le second, celle où il a pris le commandement de son navire.

Les chiffres à la suite des lettres P.C. indiquent la pression en kilogrammes et en livres de la petite chaudière ainsi que la date de la dernière visite.

Clayton. Ce mot sous le nom du navire signifie qu'il est muni d'un appareil Clayton pour la désinfection et l'extinction des incendies.

ELECTR. Indique que le navire est éclairé à la lumière électrique.

Moteur aux. Indique que le navire est pourvu d'une machine automobile destinée à actionner l'hélice.

Les chiffres entre parenthèses indiquent la date à partir de laquelle commence à courir la classification accordée.

### CLASSIFICATION.

Pour l'intelligence des renseignements et marques indiqués dans les 4<sup>e</sup>, 5<sup>e</sup> et 6<sup>e</sup> colonnes du Registre, il faut consulter le Règlement pour les navires en bois et celui pour les navires en fer publiés en tête du Registre. Ces Règlements déterminent toutes les conditions de la classification et de la construction.

### 4<sup>e</sup> COLONNE.

**1<sup>o</sup> Navires en bois.** — Les chiffres placés dans cette colonne indiquent, le 1<sup>er</sup> la division à laquelle appartient le navire, le 2<sup>me</sup> le terme de durée assigné à la cote indiquée dans la colonne suivante.

La division est exprimée par un nombre compris entre 3 et 16, représentant la catégorie à laquelle appartient la construction conformément aux articles 7, 20 et suivants, et aux Tableaux placés à la fin du Règlement pour les navires en bois. Le terme est fixé conformément aux prescriptions des articles 9 à 18 inclusivement.

Lorsqu'il n'y a qu'un nombre dans la 4<sup>e</sup> colonne, il indique la division à laquelle le navire appartient par sa construction primitive. Ce cas ne peut exister que pour les navires cotés 3/3 et dont la construction remonte à un nombre d'années inférieur à celui qu'indique la division.

S'il y a deux nombres, celui de gauche indique la division à laquelle le navire appartient; celui de droite indique le terme de durée assigné à la cote, à compter de la date inscrite entre parenthèses dans la 3<sup>me</sup> colonne.

Ainsi :

16-4 signifie division 16 ans classé pour 4 ans.

7-5                      »                      7                      »                      5                      »

Dans les Suppléments le mot « voyage » remplaçant les nombres indique que la cote n'a été confirmée que pour la durée d'un voyage déterminé.

**2<sup>o</sup> Navires en fer et en acier.** — La classification des navires en fer et en acier est exprimée par les marques suivantes :

I, (I), (I) 3/3, signifie : 1<sup>re</sup> division

II, (II), (II) 3/3,                      »                      2<sup>e</sup>                      »

III, (III), (III) 3/3,                      »                      3<sup>e</sup>                      »

Les divisions sont données conformément aux prescriptions des articles 2, 9 et suivants du règlement pour les navires en fer.

Les navires mixtes (fer et bois) ont leur classification exprimée par les marques suivantes :

(I)  $\frac{3}{3}$ , (II)  $\frac{3}{3}$ , (III)  $\frac{3}{3}$ .

P. R. signifie que l'Avant a reçu des renforts en vue de naviguer dans les glaces.

### 5<sup>e</sup> et 6<sup>e</sup> COLONNES.

#### COTES ET MARQUES DE NAVIGATION.

Les fractions inscrites dans la 5<sup>e</sup> colonne expriment la confiance dont les navires ont été jugés dignes d'après les rapports des experts;  $\frac{3}{3}$  est la cote des navires excellents;  $\frac{3}{4}$  est la cote des navires médiocres.

Pour les navires en fer, cette cote s'applique exclusivement aux parties en bois de la construction, au gréement et aux dépendances, la valeur de la coque métallique étant représentée par la division à laquelle elle appartient.

La cote proprement dite est toujours accompagnée de 2 chiffres placés dans la 6<sup>e</sup> colonne et qui indiquent séparément : celui de gauche, les qualités du *corps* ; celui de droite, celles du gréement et autres dépendances. Ces chiffres varient de 1 à 3; le chiffre 1 s'applique aux coques et aux dépendances en très bon état; 2 et 3 indiquent que l'état d'entretien laisse plus ou moins à désirer.

En résumé, les diverses cotes que peut obtenir un navire sont représentées de la façon suivante :

$\frac{3}{3}$ , 1. 1.

$\frac{3}{6}$ , 1. 1.

$\frac{3}{6}$ , 2. 1.

$\frac{3}{4}$ , 2. 1.

$\frac{2}{3}$ , 3. 2.

$\frac{1}{2}$ , 3. 2.

La cote est supprimée et remplacée par des traits (— —) dans les conditions suivantes:

1<sup>o</sup> Après l'expiration de la période de durée assignée à la cote, ainsi que dans les cas prévus par l'article 6 du Règlement pour navires en bois, et l'art. 6 du Règlement pour navires en fer.

2<sup>o</sup> Aux navires non visités d'une manière complète.

Les points ( . . . . ) mis à la place de la cote, tandis que la classification entre parenthèses est reportée dans la 3<sup>e</sup> colonne, indiquent que le navire n'a pas été soumis à une des visites réglementaires prescrites par l'article 6; ou bien que des réparations jugées nécessaires par l'expert n'ont pas été exécutées.

Les *lettres de navigation* placées à droite indiquent la navigation à laquelle le navire est propre.

A. signifie : *Atlantique*, ou navigation des côtes orientales des deux Amériques et des côtes occidentales de l'Afrique ou navigation intermédiaire dans les mers des Indes et du Pacifique.

G. signifie : *Grand Cabotage*, ou navigation entre les ports de France sur la Manche et l'Océan et ceux des mers Glaciale et Baltique; des côtes d'Espagne et de Portugal; des Açores, des Canaries, de la mer Méditerranée, du Golfe de Venise, de l'Archipel et de la mer Noire, etc.

I. signifie : *Intérieur*, c'est-à-dire que le navire ne mérite la confiance désignée que pour la navigation des fleuves et des rivières.

L. signifie : *Long Cours*, ou navigation au delà des caps Horn et de Bonne-Espérance.

Lakes, signifie : navigation des grands lacs Américains ou Mers intérieures.

M. signifie : *Méditerranée*, ou navigation spéciale de la Méditerranée.

P. signifie : *Petit Cabotage*, ou navigation entre des points peu éloignés, par exemple : de Bordeaux à Rouen; de Marseille à Gibraltar; d'Amsterdam à Christiania, etc.

R. signifie : *Service des rades et des ports*.

R — s'applique aux Yachts de course.

Y. désigne : navigation de plaisance.

A. P. } signifie que les ancres (A.P.), ou les chaînes (C.P.), ou les  
C. P. } ancres et les chaînes (A.&C.P.), ont été soumises aux épreuves  
A. & C. P. } exigées à une des machines reconnues par le *Bureau Veritas*.



7<sup>e</sup> COLONNE.

GRÉEMENT.

Alg	— Allège.	Jgt	— Jagt.
B-G	— Brick-Goëlette.	Kff	— Koff.
Barge	— Chaland.	Kn	— Kahn.
Bk	— Brick.	Kt	— Ketch.
Bmb	— Bombarde.	Lg	— Lougre.
Bq	— Barque.	Plc	— Polacre.
Bsq	— Bisquine.	Slp	— Sloop, chaloupe.
Chal	— Chaland.	Sk	— Smack.
Ch-M	— Chasse-Marée.	Sng	— Snigg.
Ctt	— Cutter.	Ttn	— Tartane.
Dg	— Dogger.	Tk	— Tjalk.
Dy	— Dandy.	1m	— à un mât.
Ev	— Ever.	3m	— Trois-Mâts carrés.
G 3m	— Goëlette à 3 mâts.	4m	— Quatre-Mâts.
G 4m	— Goëlette à 4 mâts.		
Glo	— Galiote.		
Gls	— Galéasse.		
Glt	— Goëlette.	dv	— avec dérives.
Hr	— Hourie.	bsc	— mâts à bascule.

Signes additionnels.

Le nombre des ponts est indiqué au-dessous du gréement :

- 1 P-B — Un pont bordé avec barres sèches.
- 1 P+Bp — Un pont bordé & barres-sèches pourvues d'une partie de faux-pont en abord.
- 2 P — Deux ponts bordés.
- 2 P-S — Deux ponts bordés, dont un spardeck.
- 2 P-B — Deux ponts bordés avec barres sèches.
- 2 P-H — Deux ponts bordés, dont un awningdeck.
- 2 P-B-S — Deux ponts bordés, dont un spardeck et barres sèches.
- 3 P — Trois ponts bordés.
- 3 P-S — Trois ponts bordés, dont un spardeck.

Lorsqu'il n'y a rien sous le gréement, c'est que le navire n'a qu'un seul pont.

*Awningdeck ou Hurricanedeck* (Pont-abri). Navire dont le pont principal est surmonté d'un pont léger.

*Shadedeck*. Pont-tente.

*Spardeck*. Navire dont l'entrepont supérieur est affecté au logement de l'équipage et des passagers et aux marchandises légères, dites d'encombrement.

*Welldeck*. Navire à coffre.

8<sup>e</sup> COLONNE.

Les 3 tonnages inscrits indiquent respectivement : 1<sup>o</sup> le tonnage total, toutes constructions comprises ; 2<sup>o</sup> le tonnage net ou de douane ; 3<sup>o</sup> le tonnage total sous le pont supérieur. Lorsqu'il n'y a qu'un seul nombre, celui-ci indique le tonnage net.

9<sup>e</sup> COLONNE.

PAVILLONS.

Alm	— Allemand.	Grc	— Grec.
Amr	— Américain.	Hait	— Haïtien.
Ang	— Anglais.	Itl	— Italien.
Arg	— Rép. Argentine.	Jap	— Japonais.
Aut	— Autrichien.	Mtn	— Monténégrin.
Blg	— Belge.	Mxc	— Mexicain.
Blv	— Bolivien.	Nic	— Nicaragua.
Brs	— Brésilien.	Nrw	— Norvégien.
Bul	— Bulgare.	P.B	— Hollandais.
C-R	— Costa-Rica.	Prs	— Perse.
Chl	— Chilien.	Prv	— Péruvien.
Chn	— Chinois.	Ptg	— Portugais.
Col	— Colombien.	Rmn	— Roumain.
Cub	— Cuba.	Rss	— Russe.
Dan	— Danois.	Sds	— Suédois.
Dmn	— St-Domingue.	Tns	— Tunisien.
Ecd	— Equateur.	Tre	— Turc.
Egp	— Egyptien.	Urg	— Uruguay.
Esp	— Espagnol.	Vnz	— Vénézuélien.
Frç	— Français.	Zzb	— Zanzibar.

10<sup>e</sup> COLONNE.

Année de la construction . . 91, . . 05, . . signifient : 1891, . . 1905.

Pour les navires en bois, l'indication O.98, O.05, etc., placée sous les chiffres de l'année de construction signifie que le navire a été ouvert en telle année.

Pour les navires en fer et en acier, l'indication V.98, V.05, etc., indique que le navire a été soumis à la visite de l'article 6 du règlement en telle année; dans ce cas, la date de classification reprendra cours à partir de cette époque. Les marques III<sup>1</sup>, III<sup>2</sup> ou III<sup>3</sup> signifient que le navire a passé pour la première, la deuxième ou la troisième fois la visite de 12 ans prescrite par l'article 6 du Règlement.

#### 11<sup>e</sup> COLONNE.

PORT DE CONSTRUCTION; NOM DU CONSTRUCTEUR.

#### 12<sup>e</sup> COLONNE.

MATÉRIAUX EMPLOYÉS DANS LA CONSTRUCTION.

A.	— Acier.	Hk.	— Hackmatack.
Ac.	— Acacia.	Hml.	— Hemlock.
Acj.	— Acajou.	Ml.	— Mélèze.
B.	— Bouleau.	Mr.	— Merisier.
B.d.F.	— Bois de fer.	Nr.	— Noyer.
C.	— Chêne.	Ol.	— Olivier.
Cd.	— Cèdre.	Or.	— Orme.
Ch.	— Châtaignier.	P.	— Pin.
Cp.	— Cypres.	PP.	— Pitchpine.
Er.	— Erable.	S.	— Sapin.
F.	— Fer.	Sp.	— Spruce.
Gr.	— Greenheart.	T.	— Teck.
Ht.	— Hêtre.		

CONSTRUCTION, CHEVILLAGE, DOUBLAGE, RÉPARATIONS, ETC.

grp. rc. ou SS. — signifient que le navire a reçu une grande réparation, ou reconstruction, ou une visite complète *sous la surveillance spéciale* des Experts de l'Administration, conformément aux articles 12, 13 et 15 du Règlement.

à cl.	— bordage à clin.	n.	— neuf.
alg.	— allongé.	p.	— pont.
b.	— bois.	pr.ch.fr.	— préceintes chevillées fer.
car.	— caréné. Pour les navires en fer : carène peinte.	q.ch.fr.	— quille chevillée fer.
ch.	— chevillé.	rc.	— reconstruit.
cv.	— cuivre.	rp.	— réparations.
d.	— doublé.	S.A.	— sans archipompe.
d.g.	— doublage galvanique.	S.C.	— » courbes
exh.	— exhaussé.	S.V.	— » vaigrage.
fd-plt	— fond plat.	s.	— supérieur.
fr.	— fer.	sal.	— salaison.
frg.	— fer galvanisé.	sfb.	— sur franc-bord.
fl.	— feutre.	WB.	— waterballast.
G-E.	— grandes écoutilles.	z.	— zinc.
grp.	— grande réparation.	1/2 V.	— vaigrage à mi-hauteur de calc.
m.	— métal ou cuivre jaune.		

*Center-Board* : dérive centrale. — *Sff.* : soufflage en bois de la carène. — *Sff. pr.* : soufflage en bois des préceintes.

.....97.....05, signifient 1897..... 1905.

*Awningd., Hurric., Shaded., Spard., Welld.,* voir 7<sup>e</sup> colonne.

#### 13<sup>e</sup>, 14<sup>e</sup> & 15<sup>e</sup> COLONNES.

DIMENSIONS PRINCIPALES.

*Longueur et largeur* exprimées en mètres et centimètres, et en pieds et pouces anglais, et autant que possible d'après les *mesures officielles de douane de chaque pays.*

1 mètre = 3 pieds 3 <sup>3</sup>/<sub>8</sub> pouces anglais.

#### 16<sup>e</sup> COLONNE.

*Franc-bord* mesuré à partir de la ligne de pont réglementaire : 1<sup>er</sup> chiffre pour toutes saisons en eau salée, 2<sup>e</sup> chiffre (H. A. N.) : navigation d'hiver dans l'Atlantique Nord, en pouces anglais.

Les chiffres entre [ ] indiquent que le franc-bord à notre connaissance n'est pas marqué sur le navire.

Le signe **==** indique que le franc-bord est annulé par suite de perte ou de modification de la cote.

#### 17<sup>e</sup> COLONNE.

PORT D'ARMEMENT.

#### 18<sup>e</sup> COLONNE.

NOM DE L'ARMATEUR ET RÉSIDENCE.

19<sup>e</sup> & DERNIÈRE COLONNE


PORT DE RÉSIDENCE DE L'EXPERT & DATE DE LA DERNIÈRE VISITE.

Alg. — Alger.	Cib. — Colombo.	Hlsf. — Helsingfors.	Nt. — Nantes.	Sam. — Samara.
Alx. — Alexandrie.	Clet. — Calcutta.	Hnl. — Honolulu.	Nwc. — Newcastle(N.G.S).	Sgn. — Saigon.
Am. — Amsterdam.	Clv. — Cleveland.	Hph. — Haiphong.	Ods. — Odessa.	Sgp. — Singapore.
Anc. — Ancone.	Cnst. — Constantinople.	Hrns. — Hernösand.	Oskh. — Oskarshamn.	Shg. — Shanghai.
Arch. — Archangel.	Cph. — Copenhagen.	Hv. — Le Havre.	Ost. — Ostende.	Sln. — Salonique.
Ardl. — Arendal.	Crc. — Curaçao.	Ibrl. — Ibraïla.	P-A. — Port-Adelaide.	Sml. — Semlin.
Astr. — Astrakhan.	Crh. — Carlshamn.	Jmq. — Jamaïque.	P-Ar. — Punta-Arenas.	Smu. — Smyrne.
Aur. — Auray.	Crk. — Carlskrona.	Klm. — Kalmar.	P-B. — Port-Elisabeth.	Srb. — Soerabaya.
Av. — Anvers.	Crst. — Cronstadt.	Kngb. — Königsberg.	P-N. — Port-Natal.	Sre. — Syracuse.
B-A. — Buenos-Ayres	Crz. — Curzola.	L-H. — La Havane.	P-P. — Pointe-à-Pitre.	Srt. — Saratow.
B-I. — Belle-Ile.	Ctn. — Catania.	L-P. — Las-Palmas.	P-S. — Puget-Sound.	Std. — Santander.
B-P. — Buda-Pest.	Ctt. — Cette.	L-R. — La Rochelle.	P-T. — Port-Townsend.	Stkh. — Stockholm.
Bac. — Bacou.	Ctz. — Constantza.	L-U. — La Union.	Pal. — Palerme.	Stn. — Stornoway.
Bah. — Bahia.	D B. — Delagoa-Bay.	Lbk. — Lübeck.	Par. — Paris.	Strs. — Stralsund.
Bay. — Bayonne.	Dak. — Dakar.	Ld. — Londres.	Pat. — Patras.	Stt. — Stettin.
Bbd. — Bucabades.	Dbl. — Dublin.	Lib. — Libau.	Phld. — Philadelphie.	Stvg. — Stavanger.
Bcr. — Bucarest.	Dk. — Dunkerque.	Lisb. — Lisbonne.	Phv. — Philippeville.	Svdb. — Svendborg.
Bey. — Beyrouth.	Dp. — Dieppe.	Lsp. — Lussinpiccolo.	Pir. — Pirée.	Svn. — Savannah.
Bgk. — Bangkok.	Dz. — Danzig.	Lth. — Leith.	Pim. — Plymouth.	Swn. — Swinemünde.
Bib. — Bilbao.	E-L. — East-London.	Ltt. — Lyttelton (N-Z).	Pmp. — Paimpol.	Sws. — Swansea.
Bjb. — Björneborg.	Eus. — Ensenada. (Bay).	Lvn. — Livourne.	Pug. — Penang.	Syd. — Sydney.
Bif. — Belfast.	Eur. — Eureka (Humboldt).	Lvp. — Liverpool.	Ppb. — Papenbourg.	T-N. — Terre-Neuve.
Blg. — Boulogne.	Fay. — Fayal.	M-V. — Monte-Video.	Prtl. — Portland (Or).	T-S. — Turku-Severin.
Bls. — Balasore.	Fep. — Fécamp.	Man. — Manaos.	Pse. — Pensacola.	Tcm. — Tacoma.
Blt. — Baltimore.	Fm. — Fiume.	Maur. — Maurice.	Ptb. — St-Petersbourg.	Tmt. — Tamatave.
Bmb. — Bombay.	Fm. — Falmouth.	Mdr. — Madeira.	Queb. — Quebec.	Tns. — Tunis.
Brc. — Barcelone.	Fsh. — Flensburg.	Mib. — Melbourne.	Qst. — Queenstown.	Trdh. — Trondhjem.
Bst. — Boston.	Ght. — Gibraltar.	Mlm. — Malmøe.	R-J. — Rio-de-Janeiro.	Trst. — Trieste.
Brg. — Bergen.	Gh. — Gefle.	Mlt. — Malte.	Rd. — Rotterdam.	V-C. — Vera-Cruz.
Brst. — Brest.	Gij. — Gijon.	Mm. — Memel.	Rkv. — Reykjavik.	Vov. — Vancouver.
Brth. — Barth.	Glsr. — Glasgow.	Mnl. — Manille.	Rn. — Rouen.	Vld. — Vladivostock.
Btm. — Batoum.	Gltz. — Galatz.	Mob. — Mobile.	Rnp. — Rangoon.	Vlp. — Valparaiso.
Btv. — Batavia.	Gn. — Gènes.	Mrs. — Marseille.	Rsc. — Roscoff.	Vns. — Venise.
Bx. — Bordeaux.	Gng. — Groningue.	Mss. — Messine.	Rsr. — Rosario.	W-H. — West-Hartlepool.
C-T. — Cap-Town.	Got. — Gothenbourg.	Mtn. — Martinique.	Rstk. — Rostock.	Wbg. — Wiborg.
Cal. — Nouvelle-Calédonie	Gql. — Guayaquil.	Mtr. — Montreal.	Rvi. — Reval.	Wds. — Windsor.
Card. — Cardiff.	Grst. — Grimsstadt.	N-C. — Newcastle o/T.	S-D. — San-Diego (Cal).	Wes. — District du Weser.
Cch. — Christchurch.	Gv. — Granville.	N-N. — Njni-Novgorod.	S-F. — San-Francisco.	Wlg. — Wolgast.
Cea. — Ceara.	Gvt. — Galveston.	N-O. — Nouvelle-Orléans.	St D. — St-Denis (Réunion).	Wlm. — Wilmington.
Cdx. — Cadix.	H-K. — Hong-Kong.	N-S. — Nouvelle-Ecosse.	St-J. — St-John (N-B).	Wnd. — Windau.
Chb. — Cherbourg.	Han. — Hanot.	N-Y. — New-York.	St-M. — St-Malo.	Wsb. — Wisby.
Chc. — Chicago.	Hbg. — Hambourg.	N-Z. — Auckland (N.Z.).	St-N. — Saint-Nazaire.	Ykh. — Yokohama.
Chrd. — Christianssand.	Hes. — Haugesund.	Ncl. — Nicolaïeff.	St-P. — St-Pierre-Miquelon.	Yrm. — Yarmouth.
Chrs. — Christianstadt.	Hlf. — Halifax.	Ngs. — Nagasaki.	St-T. — Saint-Thomas.	Zzb. — Zanzibar.
Chrt. — Christiania.	Hlsb. — Helsingborg.	Npl. — Naples.		

Les chiffres qui suivent les abréviations ci-dessus indiquent le mois et l'année de la dernière visite.  
c.v. suivi d'une date indique que le calfatage de la carène a été examiné à cette date.

## NAVIRES A VAPEUR

### PREMIÈRE COLONNE.

La  indique que le navire a été construit sous la surveillance spéciale et continue des Experts de l'Administration. (Voir Article 5, § 4 du Règlement.)

### 2<sup>e</sup> COLONNE.

Numéro d'ordre auquel correspondent les changements des Suppléments.

### 3<sup>e</sup> COLONNE.

NOMS DES NAVIRES & DES CAPITAINES.

DATE DU TERME.

Les navires se trouvent classés dans le Registre suivant l'ordre alphabétique de leur nom et de leur pavillon, et l'importance de leur tonnage.

Lorsque le nom d'un navire se compose de plusieurs mots, le chercher à la lettre initiale du premier mot.

Ainsi : *A.-Wicander* se trouve à la lettre A; *La-Touraine* à la lettre L; *W.-G.-Hall* au W, et ainsi de suite.

Les nombres placés sous le nom du capitaine indiquent : le premier, l'année où il a été breveté; le second, celle où il a pris le commandement de son navire.

*ELECTR.* Signifie que le navire est éclairé à la lumière électrique.

*CLAYTON APP.* signifie que le vapeur est muni d'un appareil « Clayton » pour la désinfection et l'extinction des incendies.

*Cable ship, Hopper, Hopper-dredger, Ice-Breaker, Railway-Ferry, Sand-pump-dredger, Trawler, Whaleback,* désignent : Vapeur à câbles, porteur, drague-porteuse, brise-glace, bac, drague-aspiratrice, chalutier, à dos de baleine. — *Oil in bulk* : Huile en vrac. — *Pétrol. in bulk* : Pétrole en vrac.







Les chiffres entre parenthèses indiquent la date à partir de laquelle commence à courir la classification accordée.

### CLASSIFICATION

Pour l'intelligence des renseignements et marques indiquées dans les 4<sup>e</sup>, 5<sup>e</sup> et 6<sup>e</sup> colonnes du Registre, il faut consulter le Règlement pour les navires en bois et celui pour les navires en fer publiés en tête du Registre. Ces Règlements déterminent toutes les conditions de la classification et de la construction.

### 4<sup>e</sup> COLONNE.

**1<sup>o</sup> Navires en fer et en acier.** — La classification des navires en fer ou en acier est exprimée par les marques suivantes :

**I,**    ,     3/3, signifie : 1<sup>re</sup> division.  
**II,**    ,     3/3,    »    2<sup>e</sup>    »  
**III,**    ,     3/3,    »    3<sup>e</sup>    »

Les divisions sont données conformément aux prescriptions des articles 2, 9 et suivants du règlement pour les navires en fer.

Les navires mixtes (fer et bois) ont leur classification exprimée par les marques suivantes :

 3/3,  3/3,  3/3.

*P.R.* Signifie que l'Avant a reçu des renforts en vue de naviguer dans les glaces.

**2<sup>o</sup> Navires en bois.** — Les chiffres placés dans cette colonne indiquent la division à laquelle appartient le navire et le terme de durée assigné à la cote indiquée dans la colonne suivante.

La division est exprimée par un nombre compris entre 3 et 16, représentant la catégorie à laquelle appartient la construction conformément aux articles 7, 20 et suivants, et aux Tableaux placés à la fin du Règlement pour les navires en bois. Le terme est fixé conformément aux prescriptions des articles 9 à 18 inclusivement.

Lorsqu'il n'y a qu'un nombre dans la 4<sup>e</sup> colonne, il indique la division à laquelle le navire appartient par sa construction primitive. Ce cas ne peut exister que pour les navires cotés 3/3 et dont la construc-



tion remonte à un nombre d'années inférieur à celui qu'indique la division.

S'il y a deux nombres, celui de gauche indique la division à laquelle le navire appartient; celui de droite indique le terme de durée assigné à la cote, à compter de la date inscrite entre parenthèses dans la 3<sup>e</sup> colonne.

Ainsi :

16-4 signifie division 16 ans, classé pour 4 ans ;

7-3 » 7 » 3 »

Dans les Suppléments le mot « voyage » remplaçant les nombres, indique que la cote n'a été confirmée que pour la durée d'un voyage déterminé.

#### 5<sup>e</sup> et 6<sup>e</sup> COLONNES.

#### COTES ET MARQUES DE NAVIGATION.

Les fractions inscrites dans la 5<sup>e</sup> colonne expriment la confiance dont les navires ont été jugés dignes d'après les rapports des experts; 3/3 est la cote des navires excellents; 3/4 est la cote des navires médiocres.

Pour les navires en fer, cette note s'applique exclusivement aux parties en bois de la construction, au grèement et aux dépendances, la valeur de la coque métallique étant représentée par la division à laquelle elle appartient.

La cote proprement dite est toujours accompagnée de 2 chiffres placés dans la 6<sup>e</sup> colonne et qui indiquent séparément : celui de gauche les qualités du *corps*; celui de droite, celles du grèement et autres dépendances. Ces chiffres varient de 1 à 3; le chiffre 1 s'applique aux coques et aux dépendances en très bon état; 2 et 3 indiquent que l'état d'entretien laisse plus ou moins à désirer.

En résumé, les diverses cotes que peut obtenir un navire sont représentées de la façon suivante :

3/3, 1. 1.

3/6, 1. 1.

3/6, \* 2. 1.

3/4, 2. 1.

2/3, 3. 2.

1/2, 3. 2.

La cote est supprimée et remplacée par des traits (— —) dans les conditions suivantes :

1<sup>o</sup> Après l'expiration de la période de durée assignée à la cote, ainsi que dans les cas prévus par l'article 6 du Règlement pour navires en bois, et l'art. 6 du Règlement pour navires en fer.

2<sup>o</sup> Aux navires non visités d'une manière complète.

Les points (....) mis à la place de la cote, tandis que la classification entre parenthèses est reportée dans la 3<sup>e</sup> colonne, indiquent que le navire n'a pas été soumis à une des visites réglementaires prescrites par les articles 6 et 10; ou bien que des réparations jugées nécessaires par l'expert n'ont pas été exécutées.

Les lettres de navigation placées à droite indiquent la navigation à laquelle le navire est propre.

A. signifie : *Atlantique*, ou navigation des côtes orientales des deux Amériques et des côtes occidentales de l'Afrique ou navigation intermédiaire dans les mers des Indes et du Pacifique.

G. signifie : *Grand Cabotage*, ou navigation entre les ports de France sur la Manche et l'Océan et ceux des mers Glaciale et Baltique; des côtes d'Espagne et de Portugal; des Açores, des Canaries, de la mer Méditerranée, du Golfe de Venise, de l'Archipel et de la mer Noire, etc.

I. signifie : *Intérieur*, c'est-à-dire que le navire ne mérite la confiance désignée que pour la navigation des fleuves et des rivières.

L. signifie : *Long Cours*, ou navigation au delà des caps Horn et de Bonne-Espérance.

Lakes signifie : navigation des grands lacs américains ou mers intérieures.

M. signifie : *Méditerranée*, ou navigation spéciale de la Méditerranée.

P. signifie : *Petit Cabotage*, ou navigation entre des points peu éloignés, par exemple : de Bordeaux à Rouen; de Marseille à Gibraltar; d'Amsterdam à Christiania, etc.

R. signifie : *Service des rades et des ports*.

Y. signifie : navigation de plaisance.



A. P. { signifie que les ancrés, ou les chaînes, ou les ancrés et  
C. P. { les chaînes ont été soumises aux épreuves exigées à  
A. & C. P. { une des machines reconnues par le *Bureau Veritas*.

# 7<sup>e</sup> COLONNE.

## GRÉEMENT.

B-G — Brick-Goëlette.	Glt — Goëlette.
Bk — Brick.	Jgt — Jagt.
Bq — Barque.	Kn — Kahn.
Ctt — Cutter.	Kt — Ketch.
Dy — Dandy.	Lg — Lougre.
G 3m — Goëlette 3 m.	Slp — Sloop, chaloupe.
G 4m — Goëlette 4 m.	Tk — Tjalk.
Glo — Galiote	m — Mat.
Gls — Galéasse.	

Le nombre des ponts est indiqué au-dessous du gréement.

- 1 P-B — Un pont bordé avec barres sèches.
- 2 P — Deux ponts bordés.
- 2 P-A — Deux ponts bordés, dont un shadedeck (pont-tente).
- 2 P-B — Deux ponts bordés avec barres sèches.
- 2 P-H — Deux ponts bordés, dont un hurricanedeck ou awning-deck.
- 2 P-S — Deux ponts bordés, dont un spardeck.
- 2 P-B-S — Deux ponts bordés, dont un spardeck et barres sèches.
- 3 P — Trois ponts bordés.
- 3 P-S — Trois ponts bordés, dont un spardeck.

Lorsqu'il n'y a rien sous le gréement, c'est que le navire n'a qu'un seul pont.

*Awningdeck* ou *Hurricanedeck* (Pont-abri). Navire dont le pont principal est surmonté d'un pont léger.

*Shadedeck* (Pont-tente). Navire dont le pont principal est surmonté d'un pont léger, complètement ou en partie ouvert aux côtés.

*Spardeck*. Navire dont l'entrepont supérieur est affecté au logement de l'équipage et des passagers et aux marchandises légères, dites d'encombrement.

*Welldeck*. Navire à coffre.

# 8<sup>e</sup> COLONNE.

Tonnage d'après la jauge de douane du pavillon.

Les 3 tonnages inscrits indiquent respectivement : 1<sup>o</sup> le tonnage total, toutes constructions comprises; 2<sup>o</sup> le tonnage net; 3<sup>o</sup> le tonnage total sous le pont supérieur. Lorsqu'il n'y a qu'un seul nombre, celui-ci indique le tonnage net.

# 9<sup>e</sup> COLONNE.

## PAVILLONS.

Alm — Allemand.	Haw — Hawaïen.
Amr — Américain.	Itl — Italien.
Ang — Anglais.	Jap — Japonais.
Arg — Rép. Argentine.	Mxc — Mexicain.
Aut — Autrichien.	Nrw — Norvégien.
Blg — Belge.	P.B — Hollandais.
Brs — Brésilien.	Prs — Perse.
Chl — Chilien.	Prv — Péruvien.
Chn — Chinois.	Ptg — Portugais.
Col — Colombien.	Rmn — Roumain.
Dan — Danois.	Rss — Russe.
Dmn — St-Domingue.	Sds — Suédois.
Egp — Egyptien.	Tus — Tunisien.
Esp — Espagnol.	Tre — Turc.
Frç — Français.	Urg — Uruguay.
Gre — Grec.	Vnz — Vénézuélien.

# 10<sup>e</sup> COLONNE.

Année de la construction . . 93, . . 05, . . . signifient :  
... 1893, . . 1905.

Pour les navires en bois, l'indication O.98, O.05, etc., placée sous les chiffres de l'année de construction signifie que le navire a été ouvert en telle année.

Pour les navires en fer et en acier, l'indication V.97, V.05, etc., indique que le navire a été soumis à la visite de l'article 6 du règlement en telle année ; dans ce cas, la date de classification reprendra cours à partir de cette époque.

Les marques III<sup>1</sup>, III<sup>2</sup> ou III<sup>3</sup> signifient que le navire a passé pour la première, la deuxième ou la troisième fois la visite de 12 ans prescrite par l'article 6 du Règlement.

# 11<sup>e</sup> COLONNE.

NOM DU CONSTRUCTEUR ; PORT DE CONSTRUCTION.

# 12<sup>e</sup> COLONNE.

MATÉRIAUX DE CONSTRUCTION.

A. — Acier.	Ilk. — Hackmatack.
Ac. — Acacia.	Ml. — Mèlèze.
Acj. — Acajou.	Nr. — Noyer.
B. — Bouleau.	Or. — Orme.
C. — Chêne.	P. — Pin.
Cd. — Cèdre.	PP. — Pitchpine.
Cp. — Cypres.	S. — Sapin.
F. — Fer.	Sp. — Spruce.
Gr. — Greenheart.	T. — Teck.
Ht. — Hêtre.	

CONSTRUCTION, CHEVILLAGE, DOUBLAGE, RÉPARATIONS, ETC.

grp. rc. ou SS. — signifient que le navire a reçu une grande réparation, ou reconstruction, ou une visite complète *sous la surveillance spéciale* des Experts de l'Administration, conformément aux articles 12, 13 et 15 du Règlement.

N. — avant.	b. — bois.
Ar. — arrière.	C. — coqueron.
à cl. — bordage à clin.	car. — caréné ou peint.
alg. — allongé.	cell. — cellulaire.
aub. — rous.	ch. — chevillé.
B. — sous les chaudières.	comp. — compartiment.

cv. — cuivre.	M. — milieu.
D. — dunette.	m. — métal ou cuivre jaune.
d. — doublé.	n. — neuf.
E. — sous les machines.	p. — pont.
exh. — exhaussé.	R. — rouffe.
fd. plt — fond plat.	rc. — reconstruit.
fr. — fer.	rp. — réparations.
fig. — fer galvanisé.	s. — supérieur.
ft. — feutre.	sal. — salaison.
G. — Gaillard.	sfb. — sur franc-bord.
G-E. — grandes écoutes.	VB. — waterballast.
grp. — grande réparation.	W.T. — cale à eau.
hél. — hélice.	z. — zinc.
hél.aux. — hélice auxiliaire.	cell. — cellulaire.

Sff. : soufflage en bois de la carène. — Sff. pr. : soufflage en bois des préceintes.

....98.... 05, signifient 1898.... 1905.

Hurricanedeck. — Hurricanedeck ou awningdeck (pont-abri).

Shadedeck. — Pont-tente.

Sparadeck. — Spardeck.

Welldeck. — Navire à coffre.

# 13<sup>e</sup>, 14<sup>e</sup> & 15<sup>e</sup> COLONNES.

DIMENSIONS PRINCIPALES.

Longueur et largeur exprimées en mètres et centimètres et en pieds et pouces anglais, et autant que possible d'après les mesures officielles de douane de chaque pays.

1 mètre = 3 pieds 3 <sup>7</sup>/<sub>8</sub> pouces anglais.

# 16<sup>e</sup> COLONNE.

Franc-bord mesuré à partir de la ligne du pont réglementaire : 1<sup>er</sup> chiffre : navigation pendant l'été ; 2<sup>e</sup> chiffre : navigation pendant l'hiver ; 3<sup>e</sup> chiffre (H. A. N) : navigation d'hiver dans l'Atlantique Nord, en pouces anglais.

Les chiffres entre [ ] indiquent que le franc-bord à notre connaissance n'est pas marqué sur le navire.

Le signe == indique que le franc-bord est annulé par suite de perte ou de modification de la cote.

**17<sup>me</sup> COLONNE.**

PORT D'ARMEMENT.

**18<sup>me</sup> COLONNE.**

PORT ET DATE DE LA DERNIERE VISITE.

Voir 19<sup>me</sup> colonne des navires à voiles.

**19<sup>me</sup> COLONNE.**

NUMÉRO D'ORDRE CORRESPONDANT AVEC CELUI DE LA  
PREMIÈRE COLONNE.

**20<sup>me</sup> COLONNE.**

NOMS DE L'ARMATEUR ET RÉSIDENCE.

**MACHINES.**

**21<sup>me</sup> COLONNE.**

✠ indiquant que les machines ont été construites sous surveillance spéciale.

**22<sup>me</sup> COLONNE.**

TYPE DES MACHINES ET DATE DU CERTIFICAT.

Comp. — Compound, à condenseur par surface.	Tand. — Tandem.
Diag. — Diagonale.	JC. — Condenseur par injection.
Ord. — Introduction directe.	Tr. Exp. — Triple expansion.
Osc. — Oscillante.	Qu. Exp. — Quadruple expansion

**23<sup>me</sup> COLONNE.**

NOMBRE DES CYLINDRES.

**24<sup>me</sup> COLONNE.**

DIAMÈTRES DES CYLINDRES EXPRIMÉS EN CENTIMÈTRES ET EN  
POUCES.

PS. suivi d'une date signifie que l'arbre porte-hélice a été vérifié à cette date.

PS. n. signifie que cet arbre a été remplacé par un neuf.

PS. c. signifie que cet arbre a été remplacé par un autre ayant déjà servi.

B. signifie babord, T. tribord.

**25<sup>me</sup> COLONNE.**

COURSE DES PISTONS EN CENTIMÈTRES ET EN POUCES.

**26<sup>me</sup> COLONNE.**

Le nombre supérieur indique la force nominale, le nombre inférieur, la force indiquée, exprimées en chevaux.

Nombre de tours par minute.

**27<sup>me</sup> COLONNE.**

CONSTRUCTEURS; LIEU ET ANNÉE DE LA CONSTRUCTION  
DES MACHINES.

**28<sup>me</sup> COLONNE.**

Lieu et date de la dernière visite partielle de la machine.

**CHAUDIÈRES.**

**29<sup>me</sup> COLONNE.**

✠ indiquant que les machines ont été construites sous surveillance spéciale.

**30<sup>me</sup> COLONNE.**

TYPE DES CHAUDIÈRES.

C. — Cylindrique tubulaire.	E. — Elliptique.
D. — Double.	R. — Rectangulaire.
S. — Simple.	V. — Verticale.

Locom. — type locomotive.

**31<sup>me</sup> et 32<sup>me</sup> COLONNES.**

DIAMÈTRE ET LONGUEUR DE L'ENVELOPPE DES CHAUDIÈRES  
EN MÈTRES ET EN PIEDS ET POUCES.

**33<sup>me</sup> COLONNE.**

NOMBRE DES FOYERS.

**34<sup>me</sup> COLONNE.**

SURFACE DE GRILLE EN MÈTRES CARRÉS ET EN PIEDS CARRÉS.

**35<sup>me</sup> COLONNE.**

SURFACE DE CHAUFFE EN MÈTRES CARRÉS ET EN PIEDS CARRÉS.

**36<sup>me</sup> COLONNE.**

PRESSION EN KILOGRAMMES PAR CENTIMÈTRE CARRÉ ET EN LIVRES  
PAR POUCE CARRÉ DES CHAUDIÈRES PRINCIPALES ET AUXILIAIRES.

**37<sup>me</sup> COLONNE.**

Noms des constructeurs. — Lieu et année de la construction des  
chaudières. — Année de construction de la petite chaudière.

**38<sup>me</sup> COLONNE.**

Le nom d'un port suivi d'une date, indique seulement une visite partielle des chaudières. — V. C. signifie : visite complète des machines et chaudières. — P. C. suivi d'une date indique visite de la petite chaudière.

Pour les abréviations des noms de port, voir l'explication de la 19<sup>me</sup> colonne des navires à voiles.

# KEY TO THE REGISTER

## SAILING VESSELS

### FIRST COLUMN.

✠ The mark is applied to vessels built under special survey Art. 5, § 4 of the Rules.)

### 2<sup>d</sup> COLUMN.

The rotation number, to which the alterations in the Supplements correspond.

### 3<sup>rd</sup> COLUMN.

#### VESSEL'S AND CAPTAIN'S NAMES.

#### DATE OF TERM.

The vessels are inserted in the Book not only in the alphabetical order of their name, but also of their Flag and according to the importance of their tonnage.

Vessels having a compound name will be found in the Register by looking for the first word, viz : —

*Albert-Rénée*, see letter A; *John-Bull*, see letter J; *Weser-Zeitung*, see letter W.

The figures following the captain's name indicate : 1° the year in which he obtained his certificate; 2° the year in which he was appointed to his present command.

The figures following the letters P.C. indicate the pressure of donkey-boiler in kilogrammes per square centimeter and in pounds per square inch, also the date of last survey.

Clayton App. indicates that the vessel is provided with « Clayton » fire extinguishing and disinfecting machines.

*Moteur aux.* Indicates that the vessel is provided with a motor engine to put the screw in motion.

*ELECTR.* Indicates that the vessel is lighted by electricity.

The figures placed in brackets indicate the date from which the classification granted begins to run.

### CLASSIFICATION

Reference must be made to the Rules for the classification of wooden and iron vessels, given at the beginning of the Register, in order to better understand the informations and the signs given in the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> columns. These Rules contain full particulars for the classification and for the construction of vessels.

### 4<sup>th</sup> COLUMN.

**1° Wooden Vessels.** — The figures in this column indicate the division assigned to the vessel and the term of years assigned to the character given in the following column.

The division is expressed by a number included from 3 to 16 and represents the category which the vessel belongs to according to articles 7, 20 and following, and to the Tables at the end of the present Rules for wooden vessels. The term is granted in conformity with the prescriptions of articles 9 to 18 inclusively.

When there is only one figure in the 4<sup>th</sup> column, it indicates the division for which the vessel has been classed by her original construction. This can only exist for vessels classed 3/3 and whose building dates from a number of years inferior to that indicated by the division.

When there are two figures, the first shows the division assigned to the vessel, the second expresses the duration given to the character, which accounts from the date entered between brackets in the 3<sup>d</sup> column.

Thus :



16-4 signifies : division 16 years, classed for 4 years;

7-5 » » 7 » » 5 »

When, in the Supplements, the word « voyage » replaces this figures, it means that the class has only been confirmed for the time of an indicated voyage.

**2° Iron and steel vessels.** — The classification of iron and steel vessels is expressed as follows :

I, ,  3/3, signifies: 1<sup>st</sup> division.

II, ,  3/3, » 2<sup>d</sup> »

III, ,  3/3, » 3<sup>d</sup> »

The divisions are granted according to the prescriptions of the articles 2, 9 and following of the rules for iron vessels.



The classification of composite vessels (iron and wood) is expressed as follows :

$\textcircled{\text{I}}$   $\frac{3}{3}$ ,  $\textcircled{\text{II}}$   $\frac{3}{3}$ ,  $\textcircled{\text{III}}$   $\frac{3}{3}$ .

P. R. means that the bow has been strenghtened in view of navigation through ice.

#### 5<sup>e</sup> & 6<sup>e</sup> COLUMNS.

#### CHARACTERS AND NAVIGATION MARKS.

The fractions inserted in the 5th column express the confidence deserved by the vessels in conformity with the reports of the Surveyors;  $\frac{3}{3}$  is the character of first class vessels;  $\frac{3}{4}$  the character of inferior vessels.

For iron vessels, the character applies especially to their wooden parts, their rigging and outfit; the qualities of the hulls being represented by the division to which the vessels belong to.

The character is always followed by two figures placed in the 6th column, and which indicate separately: the one on the left, the qualities of the hull; the one on the right, those of the rigging and outfit. These figures vary from 1 to 3; the figure 1 applies to hulls and outfit of first class vessels; 2 and 3 indicate that their state is in a more or less inferior condition.

In fact, the different characters obtainable by a vessel are as follows :

$\frac{3}{3}$ , 1. 1.  
 $\frac{3}{6}$ , 1. 1.  
 $\frac{3}{6}$ , 2. 1.  
 $\frac{3}{4}$ , 2. 1.  
 $\frac{2}{3}$ , 3. 2.  
 $\frac{1}{2}$ , 3. 2.

The character is expunged and replaced by Marks (— —) :

1<sup>o</sup> When the class has expired or when the vessel deserves no longer her class in conformity with the Rules, article 6 for wooden vessels and article 6 for iron vessels.

2<sup>o</sup> In case of incomplete surveys.

The dots (....) instead of the character, with the latter in brackets reported in the 3<sup>rd</sup> column, show that the vessel has not been submitted to one of the surveys required by Art. 6 and 10, or that she has not received the repairs indicated by the Surveyor.

The letters, placed to the right of the figures, indicate the voyages for which the vessel is considered fit :

A. (*Atlantic.*) Voyages to the East Coast of North and South-America and West Coast of Africa and navigation in the Indian & Pacific Oceans.

G. (*Great Coasting trade.*) Voyages to the White Sea, Baltic, Coast of Spain and Portugal, Azores, Canaries, Mediterranean, Gulf of Venice, Archipelago, and Black Sea, etc.

I. *Interior*, denotes that the vessel deserves her Character for inland navigation only.

L. (*Long voyages.*) Voyages beyond Cape Horn and Cape of Good Hope. Lakes. Navigation on the great Lakes or inland seas.

M. Special navigation in the *Mediterranean*.

P. (*Small Coasting trade.*) Voyages between ports not far from each other, viz : from Bordeaux to Rouen; from Marseilles to Gibraltar; from Amsterdam to Christiania.

R. *Port and Roadstead purposes.*

R — applies to racing-Yachts.

Y. Yachting.

A. P. } denotes that the anchors, (A. P.) or chains (C. P.),  
 C. P. } or anchors and chains (A. & C. P.), have been tested at  
 A. & C. P. } a machine recognized by the *Bureau Veritas*.

*Cote prévue* = *Class contemplated*.



7<sup>th</sup> COLUMN

RIGGING.

Alg	—	Lighter.	Kff	—	Kuff.
Bk	—	Brig.	Kn	—	Kahn.
Bk-Glt	—	Brigantine.	Kt	—	Ketch.
Bq	—	Bark.	Lg	—	Lugger.
Bq-Glt	—	Barkentine	Ple	—	Polacca.
Bsq	—	Bisquine.	Slp	—	Sloop.
Chal	—	Barge	Sk	—	Smack.
Ch.M	—	Chasse-Marée.	Sug	—	Snigg.
Ctt	—	Cutter.	Ttn	—	Tartana.
Dg	—	Dogger.	Tk	—	Tjalk.
Dy	—	Dandy.	1 m	—	1 mast.
Ev	—	Ever.	3 m	—	Ship.
G	—	Schooner.	4 m	—	4 Masts.
Glo	—	Galliot.			
Gls	—	Galeas.			
Glt	—	Schooner.			
Hr	—	Houri.			
Jgt	—	Yacht.			

Additional signs

dv	—	with lee-boards.
bsc	—	plying masts.

The number of decks is shown below the rigging.

- 1 P-B denotes: single deck with orlop beams.
- 1 P + Bp » single deck with orlop beams & partial tweendecks
- 2 P » two decks.
- 2 P-S » two decks — spardecked vessel.
- 2 P-B » two decks with orlop beams.
- 2 P-H » two decks — awning-deck.
- 2 P-B-S » two decks — spardecked vessel with orlop beam.
- 3 P » three decks.
- 3 P-S » three decks — spardecked vessel.

Vessels without any marks under the rigging have a single deck.

*Awningdeck or Hurricanedeck.* Vessels where the main deck is covered with a light deck.

*Shadedeck.* — Vessels where the main deck is covered with a light deck wholly or partly open at sides.

*Spardeck.* Vessels where the space under the upper deck is used solely for the accommodation of the crew and passengers, and for the stowage of light goods such as are termed measurement goods.

*Welldeck.* Vessels having a forecastle and a longraised quarter-deck, or a poop joined to a bridgehouse.

8<sup>th</sup> COLUMN.

TONNAGE AND DECKS.

The 3 numbers indicate respectively : 1<sup>o</sup> the gross tonnage (all erections on deck included; 2<sup>o</sup> the nett or Register tonnage; 3<sup>o</sup> the tonnage under the upper deck (without any deduction).

When only one tonnage is indicated, it is the nett tonnage.

9<sup>th</sup> COLUMN.

FLAGS.

Alm	—	German.	Gre	—	Greek.
Amr	—	American.	Hait	—	Haitian.
Ang	—	English.	Itl	—	Italian.
Arg	—	Argentine repub.	Jap	—	Japanese.
Aut	—	Austrian.	Mtn	—	Montenegro.
Blg	—	Belgian.	Mxc	—	Mexican.
Blw	—	Bolivian.	Nie	—	Nicaragua.
Brs	—	Brazilian.	Nrw	—	Norwegian.
Bul	—	Bulgarian.	P.B	—	Dutch.
C-R	—	Costa-Rica.	Prs	—	Persian.
Chl	—	Chilian.	Prv	—	Peruvian.
Chn	—	Chinese.	Ptg	—	Portuguese.
Cub	—	Cuban	Rmn.	—	Roumain.
Col	—	Columbian.	Rss	—	Russian.
Dan	—	Danish.	Sds	—	Swedish.
Dmn	—	St. Domingo.	Tns	—	Tunisian.
Ecd	—	Equator.	Trc	—	Turkish.
Egp	—	Egyptian.	Urg	—	Uruguay.
Esp	—	Spanish.	Vnz	—	Venezuela.
Frç	—	French.	Zzb	—	Zanzibar.

10th COLUMN

Year when the vessel was built

.. 93, ..05, denote: .. 1893, ..1905.

For wooden vessels O. denotes that the vessel was opened, thus :  
O.93, O.05, opened in 1893, 1905.

For iron vessels, V. denotes that the vessel was submitted to  
survey article 6 of the Rules, thus : V.05, surveyed in 1905. In this  
case, the date of Classification will take course from the date of  
this survey.

The marks III<sup>1</sup>, III<sup>2</sup>, III<sup>3</sup> indicate that the vessel has been sub-  
mitted for the first, second or third time to the 12 years' survey  
required by article 6 of the rules.

11th COLUMN.

PORT OF BUILDING; BUILDER.

12th COLUMN.

A.	— Steel.	Hk.	— Hackmatack, Tama-
Ac.	— Locust.		rack or Juniper.
Acj.	— Mahogany.	Hml.	— Hemlock.
B.	— Birch.	ML.	— Larch.
B. d. F.	— Iron wood.	Mr.	— Cherry.
C.	— Oak.	Nr.	— Walnut.
Cd.	— Cedar	Ol.	— Olive.
Ch.	— Chesnut.	Or.	— Elm.
Cp.	— Cypress.	P.	— Pine.
Er.	— Maple.	PP.	— Pitchpine.
F.	— Iron.	S.	— Fir.
Gr.	— Greenheart.	Sp.	— Spruce.
Ht.	— Beech.	T.	— Teak.

CONSTRUCTION, BOLTING, SHEATHING, REPAIRS, &c.

grp. rc., or SS. — indicates : large repairs, rebuilt, restoration  
special survey. (See Art. 12, 13 & 15.)

a cl.	— clincher built.	n.	— new
alg.	— lengthened.	p.	— deck.
b.	— wood.	pr. ch. fr.	— wales iron fastened.
car.	— bottom caulked or	q. ch. fr.	— keel iron fastened.
ch.	— bolted. [painted.	rc.	— rebuilt.
cv.	— copper.	rp.	— repaired.
d.	— sheathed.	S.A.	— without pumpwell.
d.g.	— galvanic sheathing.	S.C.	— " knees.
exh.	— raised.	S.V.	— " ceiling.
fd-pit	— flat-bottom.	s.	— Upper.
fr.	— iron.	(sal)	— salted.
frg.	— galvanized iron.	sfb.	— single bottom.
ft.	— felt.	VB.	— waterballast.
G-E.	— large hatchways.	z.	— zinc.
grp.	— large repairs.	1/2V.	— part ceiling.
m.	— metal (yellow).		

Sff. — wood sheathed.

Sff. pr. : boot topping.

.....97.....05, denote: 1897.....1905

*Awningdeck, Hurricanedeck, Shadedeck, Spardeck, Welldeck ;*  
see 7th column.

13th, 14th and 15th COLUMNS.

PRINCIPAL DIMENSIONS.

The length, breadth and depth are given in metres and centi-  
metres and in feet and inches *according registered measurement of*  
*each county when obtainable.*

1 metre is equal to 3 feet 3 <sup>3</sup>/<sub>8</sub> inches (english measure).

16th COLUMN.

*Free-board* : 1<sup>st</sup> number, at all time in salt water; 2<sup>d</sup> number  
(W. N. A.), navigation in North-Atlantic, winter time, in inches.

The brackets [ ] indicate that the loadline, as far as known, is  
not marked on the ship's sides.

The lines == indicate that the loadline has been cancelled on  
account of expiration or alteration of the class.

17th COLUMN.

PORT OF REGISTRY

18th COLUMN.

OWNERS' NAME & RESIDENCE.

## 19th AND LAST COLUMN.

## PORT OF RESIDENCE OF THE SURVEYORS AND DATE OF LAST SURVEY.

Alg. — Algeria.	Clet. — Calcutta.	Hifs. — Helsingfors.	Npl. — Naples.	Sam. — Samara.
Alex. — Alexandria.	Clv. — Cleveland.	Hnl. — Honolulu.	Nt. — Nantes.	Sgn. — Saigon.
Alm. — Amsterdam.	Cnst. — Constantinople.	Hph. — Haiphong.	Nwc. — Newcastle (N-S-W).	Sgp. — Singapore.
Anc. — Ancona.	Cph. — Copenhagen.	Hrns. — Hernösand.	Ods. — Odessa.	Shg. — Shanghai.
Arch. — Archangel.	Crc. — Curaçao.	Hv. — Havre.	Osch. — Oscarshamn.	Sln. — Salonica.
Ard. — Arendal.	Crhh. — Carlshamn.	Ibrl. — Ibrail.	Ost. — Ostend.	Sml. — Semlin.
Astr. — Astrakhan.	Crhk. — Carlskrona.	Jmq. — Jamaica.	P-A. — Port-Adelaide.	Smn. — Smyrna.
Aur. — Auray.	Crst. — Cronstadt.	Klm. — Kalmar.	P-Ar. — Punta-Arenas.	Srb. — Soerabaya.
Av. — Antwerp.	Crz. — Curzola.	Kngb. — Königsberg.	P-E. — Port-Elizabeth.	Src. — Syracuse.
B A. — Buenos-Ayres.	Ctn. — Catania.	L-H. — Havana.	P-N. — Port-Natal.	Srt. — Saratov.
B-I. — Belle-Isle.	Ctt. — Cotte.	L-P. — Las-Palmas.	P-P. — Pointe-à-Pitre.	Std. — Santander.
B-P. — Buda-Pest.	Ctz. — Constantza.	L-R. — La Rochelle.	P-S. — Puget-Sound.	Stkh. — Stockholm.
Bac. — Baku.	D-B. — Delagoa-Bay.	L-U. — La Union.	P-T. — Port-Townsend.	Stn. — Stornoway.
Bah. — Bahia.	Dak. — Dakar.	Lbk. — Lübeck.	Pal. — Palermo.	Strs. — Stralsund.
Bay. — Bayonne.	Dbl. — Dublin.	Ld. — London.	Par. — Paris.	Stt. — Stettin.
Ber. — Bucarest.	Dk. — Dunkirk.	Lib. — Libau.	Pat. — Patras.	Stvg. — Stavanger.
Bbd. — Barbados.	Dnd. — Dundee.	Lisb. — Lisbon.	Phld. — Philadelphia.	Svdb. — Svendburg.
Bey. — Beyrout.	Dp. — Dieppe.	Lsp. — Lussinpiccolo.	Phv. — Philippeville.	Sva. — Savannah.
Bgk. — Bangkok.	Dz. — Danzig.	Lth. — Leith.	Pir. — Pireus.	Swn. — Swinemünde.
Bilb. — Bilbao.	E-L. — East-London.	Ltt. — Lyttelton.	Pim. — Plymouth.	Sws. — Swansea.
Bjb. — Björnsborg.	Ens. — Ensenada. (Bay).	Lvn. — Leghorn.	Pmp. — Paimpol.	Syd. — Sydney (N-S-W).
Blf. — Belfast.	Eur. — Eureka (Humboldt-)	Lvp. — Liverpool.	Png. — Penang.	T-N. — St-John's (N F L).
Blg. — Boulogne.	Fay. — Fayal.	M-V. — Monte-Video.	Ppb. — Papenburg.	T-S. — Turnu-Severin.
Bls. — Balasore.	Fcp. — Fecamp.	Man. — Manaos.	Prtl. — Portland (Or).	Tem. — Tacoma.
Blt. — Baltimore.	Fiu. — Fiume.	Maur. — Mauritius.	Psc. — Pensacola.	Tmt. — Tamatave.
Bmb. — Bombay.	Fln. — Falmouth.	Mlb. — Melbourne.	Ptb. — St-Petersburg.	Tns. — Tunis.
Bost. — Boston.	Flsb. — Flensburg.	Mlm. — Malmö.	Queb. — Quebec.	Trdh. — Trondhjem.
Brc. — Barcelona.	Gbt. — Gibraltar.	Mlt. — Malta.	Qst. — Queenstown.	Trst. — Trieste.
Brg. — Bergen.	Gfl. — Gefle.	Mm. — Memel.	R-J. — Rio-de-Janeiro.	Tvds. — Tvedestrand.
Brst. — Brest.	Gij. — Gijon.	Mal. — Manila.	Rd. — Rotterdam.	V-C. — Vera-Cruz.
Brth. — Barth.	Glsq. — Glasgow.	Mob. — Mobile.	Rkv. — Reykjavik.	Vcv. — Vancouver.
Btm. — Batoum.	Gltz. — Galatz.	Mrh. — Mariehamn.	Rn. — Rouen.	Vld. — Vladivostock.
Btv. — Batavia.	Gen. — Genoa.	Mrs. — Marseilles.	Rng. — Rangoon.	Vlp. — Valparaiso.
Bx. — Bordeaux.	Gng. — Groningen.	Mss. — Messina.	Rsc. — Roscoff.	Vns. — Venice.
C-T. — Cape-Town.	Got. — Gothenburg.	Mtn. — Martinique.	Rsr. — Rosario.	W-H. — West-Hartlepool.
Cal. — New-Caledonia.	Gql. — Guayaquil.	Mtr. — Montreal.	Rstk. — Rostock.	Wbg. — Wiborg.
Card. — Cardiff.	Grst. — Grimsd.	N-C. — Newcastle.	Rvl. — Reval.	Wds. — Windsor (N. S.).
Cea. — Ceara.	Grv. — Granville.	N-N. — Nijni-Novgorod.	S-D. — San-Diego (Cal).	Wes. — Weser District.
Cch. — Christchurch.	Gvt. — Galveston.	N-O. — New-Orleans.	S-F. — San-Francisco.	Wlg. — Wolgast.
Cdx. — Cadix.	H-K. — Hong-Kong.	N-S. — Nova-Scotia.	St-D. — St-Denis (Réunion).	Wlm. — Wilmington.
Chb. — Cherbourg.	Han. — Hanoi.	N-Y. — New-York.	St-J. — St-John (N-B).	Wnd. — Windau.
Chc. — Chicago.	Hbg. — Hamburg.	N-Z. — Auckland (N-Z).	St-M. — St-Malo.	Wsb. — Wisby.
Chrd. — Christiansand.	Hgs. — Hangesund.	Ncl. — Nicotiaeff.	St-N. — Saint-Nazaire.	Ykh. — Yokohama.
Chrs. — Christianstadt.	Hlf. — Halifax.	Ngs. — Nagasaki.	St-P. — St-Pierre-Miquelon.	Yrm. — Yarmouth (N.S.).
Chrt. — Christiania.	Hlsb. — Helsingborg.	Nklb. — Nykarleby.	St-T. — St-Thomas.	Zzb. — Zanzibar.
Cib. — Colombo.				

The figures following these abbreviations indicate the month and year of last survey.

The letters C. V. with a date indicate that the caulking of the bottom has been tested at that date.

## STEAMERS

### FIRST COLUMN.

✚ The mark is applied to vessels built under special survey.  
(Art. 5, § 4 of the Rules.)

### 2nd COLUMN.

The rotation number, to which the alterations in the Supplements correspond.

### 3rd COLUMN.

VESSEL'S AND CAPTAIN'S NAMES.

DATE OF TERM.

The vessels are inserted in the Book not only in the alphabetical order of their name, but also of their flag and according to importance of their tonnage.

Vessels having a compound name will be found in the Register by looking for the first word, viz : —

*A.-Wicander*, see letter A; *La-Touraine*, see letter L; *W.-G-Hall*, see letter W.

The figures under the captain's name indicate : 1<sup>o</sup> the year in which he obtained his certificate; 2<sup>o</sup> the year in which he was appointed to his present command.

*ELECTR.* indicates that the vessel is lighted by electricity.

*CLAYTON APP.* means that the steamer is provided with « Clayton » fire extinguishing and disinfecting machines.

*Brise-glace*, *chalutier*, *drague*, *drague-aspiratrice*, *drague-porteuse*, *porteur*, *remorqueur* mean : ice-breaker, trawler, dredger, suction-dredger, hopper-dredger, hopper, tug.

The figures placed in brackets indicate the date from which the classification granted begins to run.

### CLASSIFICATION.

Reference must be made to the Rules for the classification of wooden and iron vessels, given at the beginning of the Register, in order to better understand the informations and the signs given in the 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> columns. These Rules contain full particulars or the classification and for the construction of vessels.

### 4th COLUMN.

1<sup>o</sup> **Iron and steel vessels.** — The classification of iron and steel vessels is expressed as follows :

I,	①,	①	3/3,	signifies: 1 <sup>st</sup> division.		
II,	②,	②	3/3,	»	2 <sup>d</sup>	»
III,	③,	③	3/3,	»	3 <sup>d</sup>	»

The divisions are granted according to the prescriptions of the articles 2, 9 and following of the rules for iron vessels.

The classification of composite vessels (iron and wood) is expressed as follows :

① 3/3, ② 3/3, ③ 3/3.

P. R. Means that the bow has been strengthened in view of navigating through ice.

2<sup>o</sup> **Wooden Vessels.** — The figures in this column indicate the division assigned to the vessel and the term of years assigned to the character given in the following column.

The division is expressed by a number included from 3 to 16 and represents the category which the vessel belongs to according to articles 7, 20 and following, and to the Tables at the end of the present Rules for wooden vessels. The term is granted in conformity to the prescriptions of articles 9 to 18 inclusively.

When there is only one figure in the 4<sup>th</sup> column, it indicates the division for which the vessel has been classed by her original construction. This can only exist for vessels classed 3/3 and whose



building dates from a number of years inferior to that indicated by the division.

When there are two figures, the first shows the division assigned to the vessel, the second expresses the duration given to the character, which accounts from the date entered between brackets in the 3<sup>rd</sup> column.

Thus:

16-4 signifies : division 16 years, classed for 4 years ;

7-3 » » 7 » » » 3 »

When, in the Supplements, the word « voyage » replaces this figures, it means that the class has only been confirmed for the time of an indicated voyage.

#### 5th & 6th COLUMNS

#### CHARACTERS AND NAVIGATION MARKS.

The fractions inserted in the 5th column express the confidence deserved by the vessels in conformity with the reports of the Surveyors ; 3/3 is the character of first class vessels ; 3/4 the character of inferior vessels.

For iron vessels, the character applies especially to their wooden parts, their rigging and outfit ; the qualities of the hulls being represented by the division to which the vessels belongs to.

The character is always followed by two figures placed in the 6th column, and which indicate separately ; the one on the left, the qualities of the hull ; the one on the right, those of the rigging and outfit. These figures vary from 1 to 3 ; the figure 1 applies to hulls and outfit of first class vessels ; 2 and 3 indicate that their state is in a more or less inferior condition.

In fact, the different characters obtainable by a vessel are as follows :

3/3, 1.1.

3/6, 1.1.

3/6,\* 2.1.

3/4, 2.1.

2/3, 3.2.

1/2 3.2.

The character is expunged and replaced by Marks (—) :

1° When the class has expired or when the vessel deserves no longer her class in conformity with the Rules, article 6 for wooden vessels and for iron vessels.

2° In case of incomplete surveys.

The dots (....) instead of the character with the latter in brackets, reported in the 3<sup>rd</sup> column, show that the vessel has not been submitted to one of the surveys required by Art. 6 and 10 ; or that she has not received the repairs indicated by the surveyor.

The letters, placed to the right of the figures, indicate the voyages for which the vessel is considered fit :

A. (*Atlantic*). Voyages to the East Coast of North and South-America and West Coast of Africa and navigation in the Indian & Pacific Oceans.

G. (*Great Coasting trade*). Voyages to the White Sea, Baltic, Coast of Spain and Portugal, Azores, Canaries, Mediterranean, Gulf of Venice, Archipelago, and Black Sea, etc.

I. (*Interior*), denotes that the vessel deserves her character for inland navigation only.

L. (*Long Voyages*). Voyages beyond Cape Horn and Cape of Good Hope.

Lakes. Navigation on the great Lakes or inland seas.

M. Special navigation in the *Mediterranean*.

P. (*Small Coasting trade*). Voyages between ports not far from each other, viz : from Bordeaux to Rouen ; from Marseilles to Gibraltar ; from Amsterdam to Christiania.

R. *Port and Roadstead purposes*.

Y. Yachting.

A. P. } denotes that the anchors (A. P.), or chains (C. P.), or  
C. P. } anchors and chains (A. & C. P.), have been tested at a  
A. & C. P. } machine recognized by the *Bureau Veritas*.

*Cote prévue*. — Class Contemplated.



7th COLUMN.

RIGGING.

Bk	— Brik.	Glt	— Schooner
Bk-Glt	— Brigantine.	Kn	— Kahn.
Bq	— Bark	Kt	— Ketch.
Bq-Glt	— Barkentine.	Lg	— Lugger.
Ctt	— Cutter.	Slp	— Sloop.
Dy	— Dandy.	1 m	— 1 mast.
G 3m	— 3 mast schooner.	3 m	— Ship.
G 4m	— 4 mast schooner.	4 m	— 4 masts.

The number of decks is shown below the rigging.

1 P-B	denotes : single deck with orlop beams.
2 P	» two decks.
2 P-A	» two decks — shadedeck.
2 P-S	» two decks — spardecked vessel.
2 P-B	» two decks with orlop beams.
2 P-H	» two decks — awningdeck or hurricanedeck.
2 P-B-S	» two decks — spardecked vessel with orlop beams
3 P	» three decks.
3 P-S	» three decks — spardecked vessel.
T	» tanksteamer.

Vessels without the above marks under the rigging have a single deck.

*Awningdeck* or *Hurricanedeck*. Vessels where the main deck is covered with a light deck.

*Shadedeck*. Vessels where the main deck is covered with a light deck wholly or partly open at the sides.

*Spardeck*. Vessels where the space under the upperdeck is used solely for the accommodation of the crew and passengers, and for the stowage of light goods such as are termed measurement goods.

*Welldeck*. Vessels having a forecastle and a long-raised quarter-deck, or a poop joined to a bridgehouse.

8th COLUMN.

TONNAGE AND DECKS.

The 3 numbers indicate respectively : 1° the gross tonnage (all erections on deck included); 2° the nett or Register tonnage; 3° the tonnage under the upper deck (without any deduction).

When only one tonnage is indicated, it is the nett tonnage.

9th COLUMN.

FLAGS.

Alm	— German.	Itl	— Italian.
Amr	— American.	Jap	— Japanese.
Ang	— English.	Mtn	— Montenegro
Arg	— Argentine.	Nrw	— Norwegian.
Aut	— Austrian.	P.B	— Dutch.
Blg	— Belgian.	Prs	— Persian.
Brs	— Brazilian.	Prv	— Peruvian.
Chl	— Chilian.	Ptg	— Portuguese.
Chn	— Chinese.	Rmn	— Roumanian
Cub	— Cuban.	Rss	— Russian.
Dan	— Danish.	Sds	— Swedish.
Egp	— Egyptian.	Tns	— Tunisian.
Esp	— Spanish.	Trc	— Turkish.
Frç	— French:	Urg	— Uruguay.
Grc	— Greek.	Vnz	— Venezuela.

10th COLUMN.

Year in which the vessel was built :

. . 98, . . 05, denote: 1898, . . 1905.

For wooden vessels O. denotes that the vessel was opened, thus: O.97, O.05, opened in 1897, 1905.

For iron vessels V. denotes that the vessel was submitted to survey article 6 of the Rules, thus: V.05, surveyed in 1901. In this case, the date of Classification will take course from the date of this survey.

The marks III<sup>1</sup>, III<sup>2</sup>, III<sup>3</sup> indicate that the vessel has been submitted for the first, the second or third time to the 12 years' survey required by article 6 of the rules.

11th COLUMN.

BUILDER; PORT OF BUILDING

12th COLUMN.

MATERIALS.

A.	— Steel.	Hk.	— Hackmatack, Tamarack or Juniper.
Ac.	— Locust.	ML.	— Larch.
Acj.	— Mahogany.	Nr.	— Walnut.
B.	— Birch.	Or.	— Elm.
C.	— Oak.	P.	— Pine.
Cd.	— Cedar.	PP.	— Pitchpine.
Cp.	— Cypress.	S.	— Fir.
F.	— Iron	Sp.	— Spruce.
Gr.	— Greenheart.	T.	— Teak.
Ht.	— Beech.		

CONSTRUCTION, BOLTING, SHEATHING, REPAIRS, ETC.

grp. rc., or SS. — indicates : large repairs, rebuilt, restoration or special survey. (See Art. 12, 13 & 15.)

A.	— fore body.	aub.	— paddles.
A.	— after body.	B.	— under boilers.
a cl.	— clincher built.	b.	— wood.
alg.	— lengthened.	C.	— peak.

car.	— bottom caulked or painted	hél.	— screw.
cell.	— cellular.	hél. aux.	— auxiliary screw.
ch.	— bolted.	M.	— midships.
comp.	— compartment.	m.	— metal (yellow).
cv.	— copper.	n.	— new.
D.	— poop.	p.	— deck.
$\frac{1}{4}$ D.	— raised quarter deck.	R.	— bridgehouse.
d.	— sheathed.	rc.	— rebuilt.
E.	— under engines.	rmq.	— tugboat.
exh.	— raised.	rp.	— repaired.
fd-plt	— flat bottom.	s.	— upper.
fr.	— iron.	{sal}	— salted.
frg.	— galvanized iron.	sfb.	— single bottom.
ft.	— felt.	1/2 v.	— part ceiling.
G.	— forecastle.	WB.	— waterballast.
$\frac{1}{2}$ G.	— sunk forecastle.	WT.	— water tank.
G-E.	— large hatchways.	z.	— zinc.
grp.	— large repairs.		

Sff. — wood sheathed.

Sff. pr. : boot topping.

. . . . 98 . . . . 05, denote : 1898 . . . . 1905.

*Awningdeck; Hurricanedeck; Shadedeck; Spardeck; Welldeck;* see 7<sup>th</sup> column.

13th, 14th and 15th COLUMNS.

PRINCIPAL DIMENSIONS.

The length, breadth and depth are given in metres and centimetres and in feet and inches according registered measurement of each country when obtainable.

1 metre is equal to 3 feet 3  $\frac{3}{8}$  inches (English measure).

16th COLUMN.

*Free-Board* : 1<sup>st</sup> number : Summer navigation ; 2<sup>d</sup> number : Winter navigation ; 3<sup>d</sup> number : (W.N.A.) navigation in North Atlantic, winter time, in inches.

The brackets [ ] indicate that the loadline, as far as known, is not marked on the ship's sides.


The lines      indicate that the loadline has been cancelled on account of expiration or alteration of the class.

For the abbreviations of the port names see 19<sup>th</sup> Column in sailing vessels.

# ERKLÄRUNG DER ABKÜRZUNGEN

## SEGELSCHIFFE

### ERSTE SPALTE

Das  bezeichnet, dass das Schiff unter spezieller und fortdauernder Aufsicht der Experten des Bureau Veritas gebaut ist. (Siehe Artikel 5, § 4 der Vorschriften für hölzerne und Art. 3, für eiserne Schiffe).

### 2te SPALTE.

Laufende Nummern, mit welchen die Nummern in den Nachträgen korrespondieren.

### 3te SPALTE.

#### NAMEN DER SCHIFFE UND DER KAPITÄNE.

##### BEGINN DER KLASSE.

Die Schiffe sind im Register nach alphabetischer Ordnung ihrer Namen, sowie ihrer Flaggen und nach ihrer Grösse eingetragen.

Zusammengesetzte Schiffsnamen suche man unter dem Anfangsbuchstaben des ersten Wortes :

z. B. *Albert-Renée* unter dem Buchstaben A; *John-Bull* unter J; *Weser-Zeitung* unter W, u. s. w.

Die Zahlen, welche beim Kapitän's-Namen angegeben sind, bedeuten : die erste, das Jahr, in welchem der Kapitän sein Patent erhielt; die zweite dasjenige, in welchem er die Führung seines Schiffes übernommen hat.

Die hinter den Buchstaben p.c. stehenden Zahlen bezeichnen den Dampfdruck des Hilfskessels in Kilogramm und Pfund und das Datum der letzten Besichtigung.

Das Wort « Clayton », nach dem Namen eines Schiffes stehend, bedeutet, dass dieses mit einem Clayton'schen Apparat zum Desinfizieren und Feuerlöschen versehen ist.

*ELECTA.* bezeichnet, dass das Schiff elektrisch beleuchtet ist.

*Moteur aux.* — Bedeutet dass das Schiff mit einem motor zum Betrieb der Schraube versehen ist.

Die Zahlen in Parenthesen bezeichnen das Datum (Monat und Jahr), wann die Klasse ihren Anfang nimmt.

##### KLASSIFIKATION.

Zum besseren Verständniss der in der 4ten, 5ten und 6ten Spalte eingetragenen Klassen-Bezeichnungen verweisen wir auf die Vorschriften für den Bau hölzerner und eiserner Schiffe, welche dem Register vorangedruckt sind. Diese Vorschriften enthalten ausführliche Bestimmungen über den Bau und die Klassifikation der Schiffe.

### 4te SPALTE.

**1o Hölzerne Schiffe.** — Die in dieser Spalte befindlichen Zahlen bezeichnen die *Abteilung oder den Typus*, zu welchem das Schiff gehört und die Dauer, für welche die in der folgenden Spalte angegebene Klasse Gültigkeit hat.

Dieser Typus wird durch eine zwischen 3 und 16 schwankende Zahl ausgedrückt, welche eine der verschiedenen Kategorien bezeichnet, in welche die Schiffe den Artikeln 7, 20 und folgenden, sowie den am Schlusse der Bauvorschriften befindlichen Tabellen gemäss zerfallen. Die Dauer der Klasse wird nach den Vorschriften der Artikel 9 bis 18 bestimmt.







*Befindet sich in der 4ten Spalte nur eine Zahl*, so bezeichnet dieselbe den Typus, zu welchem das Schiff, seiner ursprünglichen Bauart nach, gehört. Dieser Fall kann nur für solche Schiffe eintreten, welche 3/3 klassifiziert sind und deren Alter niedriger ist als die Zahl, welche den Typus ausdrückt.

*Befinden sich in dieser Spalte dagegen zwei Zahlen*, so bedeutet die erste den Typus, zu welchem das Schiff gehört und die zweite gibt die Dauer an, für welche die Klasse, von dem in der 3ten Spalte in Parenthese eingetragenen Datum beginnend, Gültigkeit hat; so bedeutet z. B. :

**16-4**, dass das Schiff zum Typus von **16** Jahren gehört und für **4** Jahre klassifiziert ist, und **7-5**, dass das Schiff zum Typus von **7** Jahren gehört und für **5** Jahre klassifiziert ist.

Wenn in den Nachträgen das Wort « Voyage » diese Zahlen ersetzt, so ist die Klasse nur für die Dauer einer bestimmten Reise bestätigt.

**2o Schiffe aus Eisen und Stahl.** — Die Klassifikation der aus Eisen und Stahl erbauten Schiffe wird folgenderweise ausgedrückt:

<b>I.</b>			3/3, bedeutet 1ste Division.
<b>II.</b>			3/3, » 2te »
<b>III.</b>			3/3, » 3te »

Diese Divisionen werden nach den Bestimmungen der Artikel 2, 9



In folgenden Fällen fällt die Klasse fort und wird durch zwei Striche (— —) ersetzt :

1° Bei Ablauf der dem Vertrauenszeichen gewährten Dauer, wie auch in den in Art. 6 der Vorschriften für hölzerne Schiffe und im Art. 6 derjenigen für eiserne Schiffe vorgesehenen Fällen.

2° Bei unvollständigen Besichtigungen.

Wenn Punkte ( . . . . ) an Stelle der Klassifikations-Ziffern gesetzt sind, und die Klasse eingeklammert in der 3<sup>te</sup> Spalte aufgeführt ist, so wird dadurch angezeigt, dass das Schiff nicht der in Art. 6 geforderten Besichtigung unterzogen worden ist ; oder dass die, von dem Experten vorgeschriebene Reparaturen nicht ausgeführt sind.

Die Schiffsahrts-Zeichen zur Rechten der Bruchzahlen zeigen die Risiken an, für die das Schiff sich eignet.

A. bezeichnet : *Atlantische Fahrt*, d. h. von und nach der östlichen Küste Nord- und Süd-Amerikas und der westlichen Küste Afrikas, oder Zwischenfahrten in den Indischen Gewässern und im Stillen Ozean.

G. bezeichnet : *grosse Küstenfahrt*, oder Schiffsahrt zwischen europäischen Häfen an der Nordsee und am Atlantischen Ozean ; zwischen Häfen des Eismeer und der Ostsee ; der spanischen und portugiesischen Küste, der azorischen und kanarischen Inseln, des Mittelländischen und des Adriatischen Meeres, des Archipels und des Schwarzen Meeres, u. s. w.

I. bezeichnet : *Binnenfahrt*, d. h. Fluss-Schiffsahrt.

L. bezeichnet : *Lange Fahrt*, oder Schiffsahrt über das Cap Horn und Cap der Guten Hoffnung hinaus.

Lakes bezeichnet : Fahrten auf den grossen amerikanischen Seen oder Binnenseen.

M. bezeichnet : *Mittelmeer Fahrt*, d. h. insbesondere Schiffsahrt im Mittelländischen Meere.




P. bezeichnet : *kleine Küstenfahrt*, oder Schiffsahrt zwischen nahe bei einander gelegenen Häfen, z.B. von Bordeaux nach Rouen ; von Marseille nach Gibraltar ; von Amsterdam nach Christiania, u. s. w.

R. bezeichnet : *Fahrten auf der Rhede*.

Y. bezeichnet : Lustfahrten (Yachting).

und folgenden der Bauvorschriften für eiserne und stählerne Schiffe festgestellt.

Die Klassifikation der aus Eisen und Holz erbauten Schiffe (composite vessels) wird wie folgt ausgedrückt :

 3/3,  3/3, und  3/3,

P. R. bedeutet, dass das Schiff gegen die Gefahren im Eise mit besonderen Verstärkungen am Bug versehen ist.

#### 5<sup>te</sup> und 6<sup>te</sup> SPALTE.

#### VERTRAUENS- U. SCHIFFAHRTS-ZEICHEN.

Die in der 5<sup>ten</sup> Spalte eingetragenen Bruchzahlen bezeichnen das Vertrauen, dessen die Schiffe dem Berichte der Experten gemäss wert erachtet worden sind. 3/3 wird solchen Schiffen erteilt, die sich in durchaus gutem Zustande befinden, während 3/4 das Vertrauenszeichen für Schiffe von mittelmässiger Beschaffenheit ist.

Bei eisernen Schiffen bezieht sich diese Bruchzahl (Klasse) hauptsächlich auf die aus Holz bestehenden Konstruktionsteile, die Takelage und das sonstige Zubehör. Der Wert oder die Beschaffenheit des eigentlichen Schiffskörpers wird durch die Division, zu welcher das Schiff gehört, repräsentiert.

Die eigentliche Klasse wird immer durch zwei in der 6<sup>ten</sup> Spalte befindliche Ziffern ergänzt, von denen die erste auf die Beschaffenheit des Rumpfes, die zweite dagegen auf die Takelage und das Zubehör Bezug hat. Die Ziffer 1 bedeutet, dass Rumpf und Zubehör sich in sehr gutem Zustande befinden, während 2 und 3 angeben, dass der Unterhaltungszustand des Rumpfes oder der Takelage, etc. mehr oder weniger zu wünschen übrig lässt.

Kurzum, die verschiedenen Klassen, welche ein Schiff erhalten kann, werden in folgender Weise ausgedrückt :

3 3. 1. 1.

3 6. 1. 1.

3 6<sup>\*</sup>. 2. 1.

3 4. 2. 1.

2 3. 3. 2.

1 2. 3. 2.



A. P. } bezeichnet: dass entweder die Anker (A. P.), oder die  
C. P. } Ketten (C. P.), oder auch beide Teile (A. & C. P.)  
A. & C. P. } auf einer von der Verwaltung anerkannten Ma-  
schine den vom *Bureau Veritas* verlangten Proben  
unterworfen worden sind.

*Cote prévue* : Klasse vorgesehen.

7te SPALTE.  
TAKELUNG.

Alg — Leichter.	Kff — Kuff.
Bk — Brigg.	Kn — Kahn.
B-G — Schooner-Brigg.	Kt — Ketch.
Bmb — Bombarde.	Lg — Lugger.
Bq — Bark.	Plc — Polacker.
Bq-Glt — Schooner-Bark.	Slp — Schaluppe.
Bsq — Bisquine.	Sk — Smack.
Chal — Leichter.	Sng — Schnigge.
Ch-M — Chasse-Marée.	Ttn — Tartane.
Ctt — Kutter.	Tk — Tjalk.
Dg — Dogger.	1 m — einmastiges Fahr- zeug.
Dy — Dandy.	3 m — Vollschiif.
Ev — Ewer.	4 m — Viermast-Schiif.
G 3m — Dreimast-Schooner.	
Glo — Galiote.	
Gls — Galeasse.	
Glt — Schooner.	
Hr — Houri.	
Jgt — Jacht.	

Zusatz-Bezeichnungen.

dv — mit Schwertern.
bse — mit Schlagmasten.
Barge, Chaland — Leichter.

Die Anzahl der Decks ist unter der Bezeichnung der Takelage angegeben, und zwar bedeutet :

- 1 P-B — Ein Deck und eine Lage Raumbalken.
- 1 P+Bp — Ein Deck mit Raumbalken und teilweisem Zwischendeck.
- 2 P — Zwei Decks.
- 2 P-S — Zwei Decks, von denen das eine ein Spardeck ist.
- 2 P-H — Zwei Decks, von denen das eine ein Awningdeck ist.
- 2 P-B — Zwei Decks und eine Lage Raumbalken.
- 2 P-B-S — Zwei Decks, von denen das eine ein Spardeck ist, und eine Lage Raumbalken.
- 3 P — Drei Decks.
- 3 P-S — Drei Decks, von denen das eine ein Spardeck ist.

Wenn keine dieser Bezeichnungen angegeben ist, so hat das Schiff nur ein Deck.

*Hurricanedeck oder Awningdeck.* — Schiffe, deren Hauptdeck mit einem leichten Deck überdeckt ist.

*Shadedeck (Schirmdeck).* — Schiffe, deren Hauptdeck mit einem leichten, an den Seiten ganz oder teilweise offenen Deck überdeckt ist.

*Spardeck.* — Schiffe, deren oberstes Zwischendeck für die Mannschaft und Passagiere oder für den Transport leichter Waaren bestimmt ist.

*Welldeck.* — Schiffe, deren Quarterdeck mit dem Brückendeck, oder deren Poop und Quarterdeck mit dem Brückendeck verbunden sind und die ausserdem noch eine Back haben.

8te SPALTE.

VERMESSUNG DER SCHIFFE IN REGISTERTONS.

Die 3 hier eingetragenen Zahlen geben die Vermessung des Schiffes in Registertons an, und zwar bezeichnet die OBERE den Brutto-Tonnengehalt, also einschliesslich sämtlicher Decksaufbauten, die MITTLERE den Netto-Raumgehalt, also nach Abzug der nicht zur Ladung benutzten Räume, und die UNTERE den Tonnengehalt unter dem Oberdeck (bezw. dem zweiten Deck in Hurricanedeck-Schiffen).

Findet sich an dieser Stelle nur eine Zahl, so bezeichnet dieselbe stets den Netto-Tonnengehalt.

9te SPALTE.  
FLAGGEN.

Alm — Deutsche.	Dan — Dänische.
Amr — Amerikanische.	Dmn — St-Domingo.
Ang — Englische.	Ecd — Ecuador.
Arg — Argentinische.	Egp — Egyptische.
Aut — Oesterreichische.	Esp — Spanische.
Blg — Belgische.	Frç — Französische.
Blv — Bolivianische.	Grc — Griechische.
Brs — Brasilianische.	Hait — Haitische.
Bul — Bulgarische.	Itl — Italienische.
C-R — Costa-Rica.	Jap — Japanische.
Chl — Chilenische.	Mtn — Montenegro.
Chn — Chinesische.	Mxc — Mexikanische.
Col — Columbische.	Nic — Nicaragua.
Cub — Cuba.	Nrw — Norwegische.

P. B	— Holländische.	Sds	— Schwedische.
Prs	— Persische.	Tns	— Tunesische.
Prv	— Peruanische.	Tre	— Türkische.
Ptg	— Portugiesische.	Urg	— Uruguay.
Rmn	— Rumänische.	Vnz	— Venezuela.
Rss	— Russische.	Zzb	— Zanzibar.

10<sup>te</sup> SPALTE.

Baujahr, ... 91, ... 05, bedeuten: 1891, ... 1905.

Bei hölzernen Schiffen bedeutet die unter dem Baujahre aufgeführte Bezeichnung O. 98, O. 05, u. s. w., dass das Schiff in diesen Jahren geöffnet worden ist.

Bei eisernen Schiffen bedeutet die Bezeichnung V. 05, u. s. w., dass das Schiff in diesen Jahren nach Art. 6 der Vorschriften für eiserne Schiffe besichtigt worden ist.

III<sup>1</sup>, III<sup>2</sup> oder III<sup>3</sup> bedeutet dass das Schiff der ersten, zweiten oder dritten zwölfjährigen Besichtigung, nach Art. 6 der Vorschriften, unterworfen wurde.

11<sup>te</sup> SPALTE.

BAUORT UND BAUMEISTER.

12<sup>te</sup> SPALTE.

DIE ZUM BAUE DES SCHIFFES VERWENDETEN MATERIALIEN.

A. (Acier) — Stahl.	Hk. — Hackmatack.
Ac. — Acazienholz.	Hml — Hemlock.
Acj. — Mahagoniholz.	ML — Lärchenholz.
B. — Birkenholz.	Mr. — Kirschbaumholz.
B. d. F. — Eisenholz.	Nr. — Nussbaumholz.
C. — Eichenholz.	Ol. — Olivenholz.
Cd. — Cederholz.	Or. — Ulmenholz.
Ch. — Kastanienholz.	P. — Fichtenholz.
Cp. — Cypressenholz.	PP. — Pitch-Pine.
Er. — Ahornholz.	S. — Tannenholz(Föhner)
F. (Fer) — Eisen.	Sp. — Spruce.
Gr. — Greenheart.	T. — Teakholz.
Ht. — Buchenholz.	

BAUART, VERBOLZUNG, BESCHLAG, REPARATUREN, u. s. w.

SS. grp. oder rc., bedeuten, dass das Schiff unter spezieller Aufsicht der Experten der Verwaltung, den Art. 12, 13 oder 15 der Vorschriften für hölzerne Schiffe gemäss einer vollständigen Besichtigung, einer grossen Reparatur oder einem Umbaue unterworfen wurde.

à cl.	— Klinker gebaut.	m.	— Yellow-Metall.
alg.	— verlängert.	n.	— neu.
b.	— Holz.	p.	— Deck.
car.	— Boden kalfatert. (Bei eisernen Schiffen, Bodenbesichtigung.)	pr. ch. fr.	— Berghölzer mit Eisen befestigt.
ch.	— verbolzt.	q. ch. fr.	— Kiel mit Eisen befestigt.
cv.	— Kupfer.	rc.	— umgebaut.
d. (m.)	— Mit Metall beschlagen.	rp.	— repariert.
d. g.	— galvanischer Beschlag.	S. A.	— ohne Pumpensood.
exh.	— (Deck) erhöht.	S. C.	— » Kniee.
fd-plt	— platter Boden.	S. V.	— » Wägern.
fr.	— Eisen.	s.	— ober.
frg.	— galvanisiertes Eisen.	sal.	— gesalzen.
ft.	— Filz.	sfb.	— ohne Beschlag.
G-E	— grosse Luken.	WB.	— Wasserballast.
grp.	— grosse Reparaturen.	z.	— Zink.
		1/2 V.	— halb gewägt.

Sff. : Holzumschlag. — Sff. pr. : Spikerhaut. Center Board : Mittelschwert.

97, ..... 05 bedeutet : 1897, ..... 1905.

*Awningdeck; Hurricanedeck, Shadedeck, Spardeck, Welldeck* : siehe Erläuterungen zur 7<sup>ten</sup> Spalte.

13<sup>te</sup>, 14<sup>te</sup> und 15<sup>te</sup> SPALTE.

HAUPT-DIMENSIONEN :


*Länge, Breite und Tiefe* des Schiffes in Meter und Centimeter und in engl. Fuss und Zoll so viel wie möglich nach dem offiziellen Messtrief der Registerbehörde seines Heimatshafens.

1 Meter = 3 Fuss 3 <sup>3</sup>/<sub>8</sub> Zoll (Engl.)

16<sup>te</sup> SPALTE.

*Freibord* : 1<sup>te</sup> Zahl; für alle Jahreszeiten in Salz- Wasser; 2<sup>te</sup> Zahl (W. N. A.) für die Nord-Atlantische Fahrt im Winter, in Engl. Zoll.

Die Zahlen zwischen [ ] bedeuten, dass die Ladelinie, soweit uns bekannt, nicht an der Schiffsseite angebracht ist.

Das Zeichen  bedeutet, dass der Freibord annulliert ist, weil die Klasse gestrichen oder geändert wurde.

17<sup>te</sup> SPALTE.

HEIMATSHAFEN DES SCHIFFES

18<sup>te</sup> SPALTE.

NAME DES RHEDERS.

Name des Rheders, bezw. des Korrespondent-Rheders (und event. seines Wohnortes, falls dieser ein anderer ist als der Heimathafen des Schiffes).

19te UND LETZTE SPALTE.

WOHNORT DES EXPERTEN, DER DAS SCHIFF ZULETZT BESICHTIGTE, UND DATUM DER LETZTEN BESICHTIGUNG.

Alg. — Algier.	Const. — Constantinopel.	Hph. — Haiphong.	Ngs. — Nagasaki.	St-T. — St-Thomas.
Alex. — Alexandrien.	Cph. — Copenhagen.	Hrns. — Hernösand.	Nklb. — Nykarloby.	Sam. — Samara.
Am. — Amsterdam.	Crc. — Curaçao.	Hrt. — Horten.	Npl. — Neapel.	Sga. — Saigon.
Arch. — Archangel.	Crlh. — Karlshamn.	Hrtl. — Hartlepool.	Nt. — Nantes.	Sgp. — Singapore
Ardl. — Arendal.	Crlk. — Karlskrona.	Hv. — Havre.	Nwc. — Newcastle (N.S.W.)	Shg. — Shanghai.
Astr. — Astrachan.	Crst. — Cronstadt.	Ibrl. — Ibraila.	Ods. — Odessa.	Slu. — Salonique.
Aur. — Auray.	Czl. — Curzola.	Jmq. — Jamaika.	Oskh. — Oskarshamn.	Sml. — Semlin.
Av. — Antwerpen.	Ctn. — Catania.	Kim. — Kalmár.	Ost. — Ostende.	Smn. — Smyrna.
B-A. — Buenos-Aires.	Ctt. — Cetto.	Knbg. — Königsberg.	P-A. — Port-Adelaide.	Srb. — Soerabaya.
B-I. — Belle-Isle.	Ctz. — Constantza.	Ktk. — Kotka.	P-Ar. — Puata-Arenas.	Src. — Syracus.
B-P. — Buda-Pest.	D-B. — Delagoa-Bay.	L-H. — Havana.	P-E. — Port-Elisabeth.	Srt. — Saratow.
Bac. — Baku.	Dak. — Dakar.	L-P. — Las-Palmas.	P-N. — Port-Natal.	Std. — Santander.
Bah. — Bahía.	Dbl. — Dublin.	L-R. — La Rochelle.	P-P. — Pointe-à-Pitre.	Stkh. — Stockholm.
Bay. — Bayonne.	Dk. — Dünkirchen.	L-U. — La Union.	P-S. — Port-Stanley.	Stn. — Stornoway.
Bbd. — Barbados.	Dnd. — Dundee.	Lbk. — Lübeck.	P-T. — Port-Townsend.	Strs. — Stralsund.
Bcr. — Bucarest.	Dp. — Dieppe.	Ld. — London.	Pal. — Palermo.	Stt. — Stettin.
Bey. — Bayreuth.	Drth. — Drontheim.	Lib. — Libau.	Par. — Paris.	Stvg. — Stavanger.
Bzk. — Bangkok.	Dz. — Danzig.	Lisb. — Lissabon.	Pat. — Patras.	Svdb. — Svendborg.
Bilb. — Bilbao.	E-L. — East-London.	Lsp. — Lussinpiccolo.	Phld. — Philadelphia.	Svn. — Savanah.
Bjb. — Björneborg.	Ens. — Ensenada. (Bay).	Lth. — Leith.	Phv. — Philippeville.	Swn. — Swinemünde.
Blf. — Belfast.	Eur. — Eureka (Humboldt-)	Ltt. — Lyttelton.	Pir. — Piraeus.	Sws. — Swansea.
Blg. — Boulogne.	Fay. — Fayal.	Lvn. — Livorno.	Plm. — Plymouth.	Syd. — Sydney (N-S-W).
Bls. — Balasore.	Fep. — Fécamp.	Lvp. — Liverpool.	Pmp. — Paimpol.	T-N. — St-John's (N-F-L).
Bit. — Baltimore.	Fiu. — Fiume.	M-V. — Monte-Video.	Png. — Penang.	T-S. — Turru-Severin.
Bmb. — Bombay.	Flm. — Falmouth.	Man. — Manaos.	Ppb. — Papanburg.	Tem. — Tacoma.
Bost. — Boston.	Flsb. — Flensburg.	Maur. — Mauritius.	Prtl. — Portland (Or.).	Tmt. — Tamatave.
Brc. — Barcelona.	Gbt. — Gibraltar.	Mbl. — Mobile.	Psc. — Pensacola.	Tns. — Tunis.
Brg. — Bergen.	Gfl. — Gefle.	Mdr. — Madeira.	Ptb. — St-Petersburg.	Trdh. — Trondhjem.
Brst. — Brest.	Gij. — Gijon.	Mlb. — Melbourne.	Queb. — Quebec.	Trst. — Triest.
Brth. — Barth.	Glsq. — Glasgow.	Mlm. — Malmö.	Qst. — Queenstown.	Tvds. — Tvedestrand.
Btm. — Batum.	Gltz. — Galatz.	Mlt. — Malta.	R-J. — Rio-de-Janeiro.	V-C. — Vera-Cruz.
Btv. — Batavia.	Gn. — Genua.	Mm. — Memel.	Rd. — Rotterdam.	Vev. — Vancouver.
Bx. — Bordeaux.	Gng. — Groningen.	Mnl. — Manila.	Rkv. — Reykjavik.	Vld. — Vladivostock.
C-T. — Capstadt.	Got. — Gothenburg.	Mob. — Mobile.	Rn. — Rouen.	Vlp. — Valparaiso.
Cal. — Neu-Caledonien.	Gql. — Guayaquil.	Mrb. — Mariehamn.	Rng. — Rangoon.	Vns. — Venedig.
Card. — Cardiff.	Grst. — Grimstad.	Mrs. — Marseille.	Rsc. — Roscoff.	W-H. — West-Hartlepool.
Cea. — Ceara.	Grv. — Granville.	Mss. — Messina.	Rsr. — Rosario.	Wbg. — Wiborg.
Ch. — Christchurch.	Gvt. — Galveston.	Mtn. — Montinique.	Rstk. — Rostock.	Wds. — Windsor (N. S.)
Chb. — Cherbourg.	H-K. — Hong-Kong.	Mtr. — Montreal.	Rvl. — Reval.	Wes. — Weser-Distrikt
Chcg. — Chichou.	Han. — Hanoi.	N-C. — Newcastle-o/T.	S-D. — San-Diego (Cal).	Wlg. — Wolgast.
Chrd. — Christianssand.	Hbg. — Hamburg.	N-N. — Nijni-Novgorod.	S-F. — San-Francisco.	Wlm. — Wilmington.
Chrs. — Christiansstadt.	Hls. — Haugesund.	N-O. — New-Orleans.	St-D. — St Denis (Réunion).	Wnd. — Windau.
Chrt. — Christiania.	Hlf. — Halifax.	N-S. — Nova-Scotia.	St-J. — St-John (N-B).	Wsb. — Wisby.
Clb. — Colombo.	Hlsb. — Helsingborg.	N-Y. — New-York.	St-M. — St-Malo.	Ykh. — Yokohama.
Clct. — Calcutta.	Hlsf. — Helsingfors.	N-Z. — Neu-Seeland.	St-P. — St-Pierre-Miquelon	Yrm. — Yarmouth.
Clv. — Cleveland.	Hnl. — Honolulu.	Ncl. — Nikolaieff.	St-S. — St-Servan.	Zzb. — Zanzibar.

Die Zahlen welche nach den Abkürzungen der Hafennamen stehen, bezeichnen den Monat und das Jahr der letzten Besichtigung.  
Die Buchstaben c. v. nebst Zahl (Monats- oder Jahreszahl) geben an, dass die Kalfaterung des Bootes an dem betreffenden Datum untersucht ist.

# DAMPFSCHIFFE.

## ERSTE SPALTE.

Das ✠ bezeichnet, dass das Schiff unter spezieller und fortdauernder Aufsicht der Experten des Bureau Veritas gebaut ist. (Vergl. Art. 5, § 4 der Vorschriften für hölzerne und Art. 3, für eiserne Schiffe.)

## 2te SPALTE.

Laufende Nummern, mit welchen die Nummern in den Nachträgen korrespondieren.

## 3te SPALTE.

### NAMEN DER DAMPFSCHIFFE UND IHRER KAPITÄNE.

#### DATUM DES BEGINNS DER KLASSE.

Die Schiffe sind im Register nach alphabetischer Ordnung ihrer Namen und ihrer Flaggen, und nach ihrer Grösse eingetragen.

Wenn der Name eines Dampfschiffes aus mehr als einem Worte besteht, so suche man ihn unter dem Anfangsbuchstaben des ersten Wortes :

z. B. *A.-Wicander* ist unter dem Buchstaben A zu finden; *La Corse* unter L; *W.-G. Hall* unter W, etc.

Die Zahlen, welche beim Kapitäns-Namen angegeben sind bedeuten : Die erste, das Jahr, in welchem der Kapitän sein Patent erhielt, die zweite dasjenige, in welchem er die Führung seines Schiffes übernommen hat.

Das Wort « Clayton » nach dem Namen eines Schiffes stehend, bedeutet, dass dieses mit einem Clayton'schen Apparat zum Desinfizieren und Feuerlöschen versehen ist.

*ELECTR.* Bedeutet, dass das Schiff mit elektrischer Beleuchtungs-Anlage versehen ist.

Bac	} Fähr.	Drague	} Bagger	Porteur	} Prähm
Railway Ferry		Dredger		Hopper	
Brise-glace	} Eisbrecher	Drague-aspiratrice	} Saug-	Remorqueur	} Schlep-
Icebreaker		Suction-dredger		Tug	
Chalutier-Fischdampfer		Drague-porteuse	} Bagger-		
		Hopper-dredger			

Cable ship — Kabelschiff.

Oil in bulk — Ölladung in Massen.

Petrol. in bulk — Petroleumladung in Massen.







Die eingeklammerten Zahlen bezeichnen das Datum (Monat und Jahr), an welchem die Dauer der Klasse beginnt.

## KLASSIFIKATION.

Zum besseren Verständniss der in den nächstfolgenden Spalten 4, 5 und 6 angeführten Klassen-Bezeichnungen verweisen wir auf die Vorschriften für hölzerne und eiserne Schiffe, welche dem Register vorangedruckt sind. Diese Vorschriften enthalten ausführliche Bestimmungen über die Klassifikation und den Bau der Schiffe.

## 4te SPALTE.

**1° Schiffe aus Eisen und Stahl.** — Die Klassifikation der aus Eisen und Stahl erbauten Schiffe wird in folgender Weise ausgedrückt :

<b>I,</b>			3/3, bedeutet 1 <sup>ste</sup> Division.
<b>II,</b>			3/3, » 2 <sup>te</sup> »
<b>III,</b>			3/3, » 3 <sup>te</sup>

Diese Divisionen werden nach den Bestimmungen der Artikel 2, 9 und folgenden der Klassifikations- und Bau-Vorschriften für eiserne und stählerne Schiffe festgestellt.

Die Klassifikation der aus Eisen und Holz erbauten Schiffe (composite vessels) wird, wie folgt, ausgedrückt

 3/3,  3/3, und  3/3.

P. R. bedeutet, dass das Schiff gegen die Gefahren im Eise mit besonderen Verstärkungen am Bug versehen ist.

**2° Hölzerne Schiffe.** — Die in dieser Spalte befindlichen Zahlen bezeichnen die Abteilung oder den Typus, zu welchem das Schiff gehört, und die Dauer, für welche die in der folgenden Spalte angegebene Klasse Gültigkeit hat.

Dieser Typus wird durch eine zwischen 3 und 16 schwankende Zahl ausgedrückt, welche eine der verschiedenen Kategorien bezeichnet, in welche die Schiffe den Artikeln 7, 20 und folgenden,



sowie den am Schlusse der Bau-Vorschriften befindlichen Tabellen gemäss zerfallen. Die Dauer der Klasse wird nach den Vorschriften der Artikel 9 bis 18 bestimmt.

*Befindet sich in der 4<sup>ten</sup> Spalte nur eine Zahl*, so bezeichnet dieselbe den Typus, zu welchem das Schiff, seiner ursprünglichen Bauart nach, gehört. Dieser Fall kann nur für solche Schiffe eintreten, welche 3/3 klassifiziert sind und deren Alter niedriger ist als die Zahl, welche den Typus ausdrückt.

*Befinden sich in dieser Spalte dagegen zwei Zahlen*, so zeigt die erste den Typus an, zu welchem das Schiff gehört, und die zweite gibt die Dauer an, für welche die Klasse von dem, in der 3<sup>ten</sup> Spalte in Parenthese eingetragenen Datum an, Gültigkeit hat; so bedeutetz.B.:

**16-4**, dass das Schiff zum Typus von **16** Jahren gehört und für **4** Jahre klassifiziert ist, und **7-5**, dass das Schiff zum Typus von **7** Jahren gehört und für **5** Jahre klassifiziert ist.

Wenn in den Nachträgen das Wort « Voyage » diese Zahlen ersetzt, so ist die Klasse nur für die Dauer einer bestimmten Reise bestätigt.

*Cote prévue.* — Klasse vorgesehen.

#### 5te und 6te SPALTE.

#### VERTRAUENS- U. SCHIFFFAHRTS-ZEICHEN.

Die in der 5<sup>ten</sup> Spalte eingetragenen Bruchzahlen bezeichnen das Vertrauen, dessen die Schiffe dem Berichte der Experten gemäss wert erachtet worden sind. 3/3 wird solchen Schiffen erteilt, die sich in durchaus gutem Zustande befinden, während 3/4 das Vertrauenszeichen für Schiffe von mittelmässiger Beschaffenheit ist.

Bei eisernen Schiffen bezieht sich diese Bruchzahl (Klasse) hauptsächlich auf die aus Holz bestehenden Konstruktionsteile, die Takelage und das sonstige Zubehör. Der Wert oder die Beschaffenheit des eigentlichen Schiffskörpers wird durch die Division, zu welcher das Schiff gehört, repräsentiert.

Die eigentliche Klasse wird immer durch zwei in der 6<sup>ten</sup> Spalte befindliche Ziffern ergänzt, von denen die erste auf die Beschaffen-

heit des Rumpfes, die zweite dagegen auf die Takelage und das Zubehör Bezug hat. Die Ziffer 1 bedeutet, dass Rumpf und Zubehör sich in sehr gutem Zustande befinden, während 2 und 3 angeben, dass der Unterhaltungszustand des Rumpfes oder der Takelage, etc. mehr oder weniger zu wünschen übrig lässt.

Kurzum, die verschiedenen Klassen, welche ein Schiff erhalten kann, werden in folgender Weise ausgedrückt:

Erste Klasse . .	{	3/3, 1.1.
	{	3/6, 1.1.
Zweite Klasse . .	{	3/6*, 2.1.
	{	3/4, 2.1.
Dritte Klasse . .	{	2/3, 3.2.
	{	1/2, 3.2.

In folgenden Fällen fällt die Klasse fort und wird durch zwei Striche (— —) ersetzt:

1° Bei Ablauf der dem Vertrauenszeichen gewährten Dauer, wie auch in den in Art. 6 der Vorschriften für hölzerne Schiffe und im Art. 6 derjenigen für eiserne Schiffe vorgesehenen Fälle.

2° Bei unvollständigen Besichtigungen.

Wenn Punkte ( . . . . ) an Stelle der Klassifikations-Ziffern gesetzt sind und die Klasse eingeklammert in der 3<sup>ten</sup> Spalte aufgeführt ist, so wird dadurch angezeigt, dass das Schiff nicht der in Art. 6 und 10 geforderten Besichtigung unterzogen worden ist; oder dass die, von dem Experten vorgeschriebenen Reparaturen nicht ausgeführt sind.

Die Schifffahrts-Zeichen zur Rechten der Bruchzahlen zeigen die Reisen an, für die das Schiff sich eignet.

A. bezeichnet: *Atlantische Fahrt*, d. h. von und nach der östlichen Küste Nord- und Süd-Amerikas und der westlichen Küste Afrikas, oder Zwischenfahrten in den Indischen Gewässern und im Stillen Ozean.



G. bezeichnet: *grosse Küstenfahrt*, oder Schifffahrt zwischen europäischen Häfen an der Nordsee und am Atlantischen Ozean; zwischen Häfen des Eismeer und der Ostsee; der spanischen und portugiesischen Küste, der azorischen und kanarischen Inseln, des Mittelländischen und des Adriatischen Meeres, des Archipels und des Schwarzen Meeres.

I. bezeichnet: *Binnenfahrt*, d. h. Fluss-Schifffahrt.

L. bezeichnet: *Lange Fahrt*, oder Schifffahrt über das Cap Horn und Cap der Guten Hoffnung hinaus.

Lakes, bezeichnet: Fahrten auf den grossen amerikanischen Seen oder Binnenseen.

M. bezeichnet: *Mittelmeer Fahrt*, d. h. insbesondere für die Schifffahrt im Mittelländischen Meere geeignet.

P. bezeichnet: *kleine Küstenfahrt*, oder Schifffahrt zwischen nahe bei einander gelegenen Häfen, z. B. von Bordeaux nach Rouen; von Marseille nach Gibraltar; von Amsterdam nach Christiania, u. s. f.

R. bezeichnet: *Fahrten auf der Rhede*.

Y. bezeichnet: Lustfahrten (Yachting).

A. P. } bezeichnet, das entweder die Anker (A.P.), oder die Ket-  
C. P. } ten (C.P.), oder auch beide Teile (A. & C. P.) auf einer  
A. & C. P. } von der Verwaltung anerkannten Maschine den vom  
Bureau Veritas verlangten Proben unterworfen worden sind.

7te SPALTE.  
TAKELUNG.

Bk — Brigg.	Jgt — Jacht.
B-G — Schooner-Brigg.	Kff — Kuff.
Bq — Bark.	Kn — Kahn.
Bq-Glt — Schooner-Bark.	Kt — Ketch.
Ctt — Kutter.	Lg — Lugger.
Dy — Dandy.	Slp — Schaluppe.
G3m — Dreimast-Schooner	Tk — Tjalk.
Glo — Galiote.	1 m — einmastiges Schiff.
Gls — Galease.	3 m — Vollschiif.
Glt — Schooner.	4 m — Viermast-Schiif.

Die Anzahl der Decks ist unter der Takelage-Bezeichnung angegeben, and zwar bedeutet:

1 P-B — Ein Deck und eine Lage Raumbalken.

1 P-Bp — Ein Deck mit Raumbalken und teilweise Zwischen-deck.

2 P — Zwei Decks.

2 P-A — Zwei Decks, von denen das eine ein Schirmdeck (Shadedeck) ist.

2 P-B — Zwei Decks und eine Lage Raumbalken.

2 P-H — Zwei Decks, von denen das eine ein Hurricanedeck ist.

2 P-S — Zwei Decks, von denen das eine ein Spardeck ist.

2 P-B-S — Zwei Decks, von denen das eine ein Spardeck ist, und eine Lage Raumbalken.

3 P — Drei Decks.

3 P-S — Drei Decks, von denen das eine ein Spardeck ist.

T — Tankdampfer.

Wenn keine dieser Bezeichnungen angegeben ist, so hat das Schiff nur ein Deck.

*Hurricanedeck* oder *Awningdeck*. — Schiffe, deren Hauptdeck mit einem leichten Deck überdeckt ist.

*Shadedeck* (Schirmdeck). Schiffe, deren Hauptdeck mit einem leichten, an den Seiten ganz oder teilweise offenen Deck überdeckt ist.

*Spardeck*. Schiffe, deren oberstes Zwischendeck für die Mannschaft und Passagiere oder für den Transport leichter Waaren bestimmt ist.

*Welldeck*. — Schiffe, deren Quarterdeck mit dem Brückendeck, oder deren Poop und Quarterdeck mit dem Brückendeck verbunden sind und die ausserdem noch eine Back haben.

8te SPALTE.

VERMESSUNG DER SCHIFFE IN REGISTERTONS.

Die drei hier eingetragenen Zahlen geben die Vermessung des Schiffes in Registertons an, und zwar bezeichnet die **OBERE** den Brutto-Tonnengehalt, also einschliesslich sämtlicher Decksaufbauten, die **MITTLERE** den Netto-Raumgehalt, also nach Abzug der nicht für die Ladung oder Passagiere bestimmten Räume, und die **UNTERE** den Tonnengehalt unter dem Oberdeck (bezw. dem zweiten Deck in Hurricanedeck-Schiffen).

9te SPALTE.  
FLAGGEN.

Alm — Deutsche.	Arg — Argentinische.
Amr — Amerikanische.	Aut — Oesterreichische.
Ang — Englische.	Blg — Belgische.

Brs — Brasilianische.  
 Chl — Chilenische.  
 Chn — Chinesische.  
 Col — Columbische.  
 Cub — Cuba.  
 Dan — Dänische.  
 Dmn — St-Domingo.  
 Egp — Aegyptische.  
 Esp — Spanische.  
 Frç — Französische.  
 Gre — Griechische.  
 Hait — Haitische.  
 Haw — Hawaïische.  
 Itl — Italienische.  
 Jap — Japanische.

Mtn — Montenegro.  
 Mxc — Mexikanische.  
 Nrwl — Norwegische.  
 P.B — Holländische.  
 Prs — Persische.  
 Prv — Peruanische.  
 Ptg — Portugiesische.  
 Rmn — Rumänische.  
 Rss — Russische.  
 Sds — Schwedische.  
 Tns — Tunesische.  
 Trc — Türkische.  
 Urg — Uruguay.  
 Vnz — Venezulanische.

# 10te SPALTE.

Baujahr: ... 97, ... 05 bedeuten: ... 1897, ... 1905.

Bei hölzernen Schiffen bedeutet die unter dem Baujahre aufgeführte Bezeichnung O.99, O.05, u. s. f., dass das Schiff in diesen Jahren geöffnet wurde.

Bei eisernen Schiffen bedeutet die Bezeichnung V.99, V.05, u. s. f. dass das Schiff in diesen Jahren nach Art. 6 der Klassifikations-Vorschriften für eiserne Schiffe besichtigt worden ist.

III<sup>1</sup>, III<sup>2</sup> oder III<sup>3</sup> bedeutet dass das Schiff der ersten, zweiten oder dritten zwölfjährigen Besichtigung, nach Art. 6 der Vorschriften, unterworfen wurde.

# 11te SPALTE. BAUMEISTER UND BAUORT.

## 12te SPALTE. DIE ZUM BAUE DES SCHIFFES VERWENDETEN MATERIALIEN.

A. (Acier) — Stahl.	Ht. — Buchenholz.
Ac. — Acazienholz.	MI. — Lärchenholz.
Acj. — Mahagoniholz.	Nr. — Nussbaumholz.
B. — Birkenholz.	Ol. — Olivenholz.
C. — Eichenholz.	Or. — Ulmenholz.
Cd. — Cedernholz.	P. — Fichtenholz.
Cp. — Cypressenholz.	PP. — Pitchpine.
F. (Fer) — Eisen.	S. — Tannenholz (Föh-)
Gr. — Greenheart.	Sp. — Spruce. [ren].
Hk. — Hackmatack.	T. — Teakholz.

## BAUART, VERBOLZUNG, BESCHLAG, REPARATUREN, u. s. f.

SS. grp. oder rc., bedeuten, dass das Schiff unter spezieller Aufsicht der Experten des Bureau Veritas einer grossen Reparatur oder einem Umbaue unterworfen wurde.

A. — Vorderschiff.  
 AR. — Hinterschiff.  
 a cl. — auf Klinker gebaut.  
 alg. — verlängert.  
 aub. — Raddampfer.  
 b. — Holz.  
 car. — Boden besichtigt (bei hölzernen Schiffen, Boden kalfatert).  
 cell. — Zellensystem (beim Doppelboden).  
 ch. — verbolzt.  
 comp. — wasserdichte Abteilung.  
 cv. — Kupfer.  
 D. — Poop (hinterer Aufbau).  
<sup>1</sup>/<sub>2</sub> D. — Quaterdeck.  
 d. (m). — beschlagen (mit Metall).  
 E. — unter der Maschine.  
 exh. — (Deck) erhöht.  
 fd-plt — platter Boden.  
 fr. — Eisen.  
 frg. — galvanisiertes Eisen.  
 fi. — Filz.

G. — Back (vorderer Aufbau).  
<sup>1</sup>/<sub>2</sub> G. — vorsenkte Back.  
 G-E — grosse Luken.  
 grp. — grosse Reparaturen.  
 hél. — Schraube.  
 hél.aux. — Hilfschraube.  
 M. — Mittelschiff (mittschiffs).  
 m. — Yellow-Metall.  
 n. — neu.  
 p. — Deck.  
 R. — Brückendeck.  
 RA. — vorderes Deckshaus.  
 R.R. — hinteres Deckshaus.  
 rc. — umgebaut.  
 rp. — repariert.  
 s. — ober.  
 sal. — Salzang.  
 sfb. — ohne Beschlag.  
 1/2 V. — halb gewägert.  
 WB. — Wasserballast.  
 WT. — Wassertank.  
 z. — Zink.

Sff.: Holzumschlag. — Sff. pr.: Spikerhaut.

..... 98, ..... 05 bedeutet: 1898, ..... 1905.

Betreffs der Bezeichnungen:

*Awningdeck, Hurricane-Deck, Shadedeck, Spardeck, Welldeck.*  
 — vergleiche man die Erläuterungen zur 7ten Spalte und den Text des Art. 10, § 1 der Bauvorschriften für eiserne Schiffe.

## 13te, 14te und 15te SPALTE. — HAUPT-DIMENSIONEN.

Länge, Breite und Tiefe des Schiffes in Meter und Centimeter und in engl. Fuss und Zoll so viel wie möglich nach dem offiziellen Messbrief der Registerbehörde seines Heimatshafens.

1 Meter = 3 Fuss 3 <sup>3</sup>/<sub>8</sub> Zoll (Engl.).

## 16te SPALTE.

*Freibord*: 1ste Zahl, im Sommer; 2te Zahl, im Winter, 3te Zahl (W. N. A.) für die Nord-Atlantische Fahrt im Winter, in engl. Zoll.

Die Zahlen zwischen [ ] bedeuten dass die Ladelinie, soweit uns bekannt, nicht an der Schiffsseite angebracht ist.

Das Zeichen **==** bedeutet, dass der Freibord annulliert ist, weil die Klasse gestrichen oder geändert wurde.

## 17te SPALTE.

### HEIMATSHAFEN DES DAMPFERS.

## 18te SPALTE.

WOHNORT DES EXPERTEN, DER DAS SCHIFF ZULETZT BESICHTIGTE UND DATUM DER LETZTEN BESICHTIGUNG.

Wegen der Abkürzungen der Ortsnamen vergleiche man die Erläuterungen zur 19ten Spalte des Segelschiffs-Registers.

19te SPALTE.

LAUFENDE NUMMER, MIT DERJENIGEN IN SPALTE 1  
KORRESPONDIEREND.

20te SPALTE.

NAME DES RHEDERS,

bezw. des Korrespondent-Rheders (und event. seines Wohnortes,  
falls dieser ein anderer ist als der Heimatshafen des Schiffes).

MASCHINEN.

21ste SPALTE.

Das ✕ gibt an, dass die Maschinen unter spezieller Aufsicht  
gebaut worden sind.

22ste SPALTE.

SYSTEM DER MASCHINE UND DATUM DES CERTIFIKATES.

Comp. — Compound-Maschine (mit zweifacher Expansion).  
Diag. — Diagonale Anordnung der Cylinder.  
J. C. — Maschine mit Einspritz-Kondensation.  
Ord. — Einfache Maschine (Maschine mit einmaliger Expansion  
des Dampfes).  
Osc. — Maschine mit beweglichen Cylindern.  
Tand. — Maschine mit übereinander angeordneten Cylindern  
(an gemeinschaftlicher Kolbenstange wirkend).  
Tr. Exp. — Dreifache (Triple-) Expansions-Maschine.  
Qu. Exp. — Vierfache (Quadruple-) Expansions-Maschine.  
(Stehen diese Bezeichnungen allein, so ist allemal eine Maschine nach  
dem Dampfhammer-System mit Oberflächen-Kondensation ge-  
meint.)

23ste SPALTE.

ANZAHL DER CYLINDER

24ste SPALTE.

DURCHMESSER DER CYLINDER IN CENTIMETER UND IN ZOLL.  
PS. oder v. mit folgendem Datum — bezeichnet die letzte Besichtig-  
ung der Schraubenwelle.  
PS. n. — Bedeutet, dass die Schraubenwelle ausgewechselt wurde.  
PS. c. — Bedeutet, dass die Schraubenwelle durch eine andere, bereits  
in Gebrauch gewesene ersetzt wurde.  
B. — Bedeutet Backbord; T.-Steuerbord.

25ste SPALTE.

KOLBENHUB IN CENTIMETER UND IN ZOLL.

26ste SPALTE.

PFERDESTÄRKEN DER MASCHINE,  
und zwar bezeichnet die obere Zahl die nominellen, die untere  
dagegen die indizierten Pferdekkräfte.  
Zahl der Umdrehungen pro Minute.

27ste SPALTE.

ORT UND DATUM DER LETZTEN BESICHTIGUNG DER MASCHINE.

28ste SPALTE.

ERBAUER DER MASCHINE, SOWIE ORT UND JAHR DER ERBAUUNG

KESSEL.

29ste SPALTE.

Das ✕ gibt an, dass die Kessel unter spezieller Aufsicht gebaut  
sind.

30ste SPALTE.

ZAHL UND SYSTEM DER KESSEL.

C. — Cylindrischer Röhrenkessel.	E. — Elliptischer (ovaler) Kessel.
D. — Doppel-Kessel (von 2 Seiten zu feuern).	R. — Rechtwinkliger Kessel (Kof- ferkessel).
S. — Einfacher Kessel (von einer Seite zu feuern).	V. — Stehender Kessel.

Locom. — Locomotiv-Kessel.

31ste UND 32ste SPALTE.

DURCHMESSER UND LÄNGE DES KESSELMANTELS, IN METER,  
UND IN ENGL-FUSS UND ZOLL.

33ste SPALTE.

ANZAHL DER FEUERUNGEN.

34ste SPALTE.

GRÖSSE DER ROSTFLÄCHE IN QUADRAT-METER UND IN  
QUADRAT-FUSS.

35ste SPALTE.

GRÖSSE DER HEIZFLÄCHE IN QUADRAT-METER UND IN  
QUADRAT-FUSS.

36ste SPALTE.

KESSEL-ÜBERDRUCK DER HAUPT U. DER HÜLFSEKESSEL IN KILO-  
GRAMM PRO QUADRAT-CENTIMETER UND IN ENGL. PFUND PRO  
QUADRAT-ZOLL.

37ste SPALTE.

ERBAUER DER KESSEL, SOWIE ORT UND JAHR DER ERBAUUNG.  
BAUJAHR DES HÜLFSEKESSELS.

38ste SPALTE.

ORT UND ZEIT DER LETZTEN BESICHTIGUNG.

Eine einfache Orts- und Datum-Bezeichnung gibt an, dass nur  
eine teilweise Besichtigung der Kessel stattgefunden.  
V. C. bezeichnet dagegen eine vollständige Inspektion der gesamten  
Maschinen- und Kessel-Anlage.  
P. C. mit nachfolgendem Datum bezeichnet die Besichtigung des  
Hülfskessels.

Betreffs der Abkürzungen der Ortsnamen vergleiche man die  
Erläuterungen zu Spalte 19 des Segelschiffs-Registers.

# REGISTRE 1908

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NAVIRES A VOILES — SAILING VESSELS

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SEGELSCHIFFE



## ACH

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE — Brut — Net — Sous pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIEAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCHES	LARGEUR EN METRES	CREUX DE CALE EN PIEDS ET POUCHES	FRANC BORD EAT SALÉE H.A.N. CH	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE										
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GREENET NOM DE LA POULE													ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIEAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCHES	LARGEUR EN METRES	CREUX DE CALE EN PIEDS ET POUCHES	FRANC BORD EAT SALÉE H.A.N. CH	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																											
	DATE DU TERME																											
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
✦	1	A.-B., Leguen. (9.88)	12	—	—	Slp	84 27	Frç	88 O.95	Paimpol Pitwin	C-Or-Ht-S-PP; ch.fr. S-A;sfb;p.P;rp-car. 5.95.	16.0 52-6	4.4 14-5	2.36 7-7	.....	Tréguier	Leguen (à Pleubian)	Imp.00 c.v. 98										
✦	2	A.-H.-FRIIS, Rasmussen. 85-03 (3.03)	16	3/3, G	1.1.	Gm	110 91 105	Dan	03	Marstal N. J. Jensen	C-Ht;ch.frg;(sal); sfb.	27.47 90-2	7.03 23-1	2.73 9-0	.....	Marstal	A.E. Rasmus- sen	Kngh. 11.06										
.	3	A.-IPSILANDIS, Frangoulis. (11.05)	12-6	3/3, A	1.1.	Bq 1 P-B	485	Gre	91 O.05	Syra	C-P;ch.m-frg;d.ft. m.5.05;rp.SS.05.	41.00 134-5	9.00 29-6	6.00 19-8	.....	Syra	Gio. Calvoco ressi	Cost. 11.05										
✦	4	A.-J.-FULLER, Dermot. (11.98)	15-6	—	—	3 m 2 P-B	1849 1683	Amr	81 O.98	Bath (Me) J. M'Donald	C-PP; ch. m-fr; (sal); SS.98; d.ft.m.10.99.	69.8 229-0	12.6 41-4	8.00 26-3	.....	San-Fran- cisco	California Shipping Co	P-T. 01										
.	5	A.AFFIENA, Brouwer, J. (2.05)	11	3/3, P	1.1.	G.dv	100 79 87	P.B	88 V.05	Martenshoek Gebr. Bodewes	F; 3 comp; G-E;fd. plt;p.F;car.6.06.	28.3 93-0	5.0 16-5	2.04 6-8	.....	Groningen	Capt	Grç. 6.06										
✦	6	A.AGOT, Eriksson. (9.90)	12-11	—	—	Gls	58 51	Sds	90	Södra J. Svensson	P-C;ch.frg;(sal); sfb;G-E;p.P.	19.0 62-4	5.30 17-5	2.37 7-10	.....	Råbäk	J.F. Eriksson	Got. 90										
.	7	A.AMURUSKO, Peussa, J. 97-98 (5.03)	7-4	—	—	Glt	159 152	Rss	98 O.03	Makelahti	P;ch-fr;sfb;car. 4.03.	27.58 90-6	7.06 23-2	2.90 9-6	.....	Wyborg	J. Peussa, E. Leunkeri & J. Peussa.	Riga 03										
✦	8	A.ABBA, Petersen. (4.94)	16	3/3, G	1.1.	Glt	116 95 106	Dan	94 O.02	Faaborg R. Möller	C-Ht;ch.frg;sfb; (sal);car.3.02.	25.83 84-9	6.59 21-8	3.11 10-2	.....	Marstal	L. Petersen	Svno. 2.97										
.	9	A.ABEJA, Larcombe. (4.06)	14-3	3/3, G	1.1	Glt	171 170 171	Ang	51 O.06	Littleham- ton	C-T-PP;ch.m-frg; sfb;SS.01;rp.04;car.4.04.	31.20 102-10	7.04 23-1	3.11 12-2	23 26	Exeter	W.C. Phillips (St. Austell)	Flm. 4.06; c.v. 4.06										
✦	10	A.ABEONA, Mattsson. (7.04)	12-6	3/3, A	1.1.	Bq G 2 P	592 499 375	Ang	93 O.05	Mahon-Bay (N-B) J. H. Ziecker	Sp-B-Ht-C-P;ch.m- frg;(sal);alg.96;sf;pr. d.ft.m.4.00;rp.SS.05.	44.06 146-6	9.80 32-2	3.96 13-0	.....	Lunenburg (N-S)	A. J. Wolff	N-Y. 4.05										
✦	11	A.ABNER-COBURN, Skews. (10.98)	15-7	—	—	3 m 2 P-B	1972 1879 1838	Amr	82 O.99	Bath (Me) Wm Rogers	C-PP;ch.m-frg;(sal); car.7.98;d.ft.m.8.99;rp. SS.99.	67.96 223-0	13.1 43-0	8.23 27-0	.....	San-Fran- cisco	Californian Shipping Co	N-Y. 02 c.v. 02										
.	12	A.ABRAHAM (ex-Ostindia), Karl- berg. (7.01)	9-3	—	—	Bq 1 P-B	384 345	Sds	59 re.01	Oscarshamn	P-C;ch.m-fr;rc.SS. 01;d.ft.S7.01;rp.03	42.80 140-5	8.50 27-11	4.88 16-0	.....	Bergavara	B. Nilsson	Got. 03										
.	13	A.ACADIENNE, Bourseult. (4.06)	9-3	3/3, P	1.1	Glt	56 40	Frç	83 re.01 O.05	Liverpool (N-S)	Sp-B-Ht-P;ch m- fr.(sal);sfb.SS.01; rp.04;car.1.05.	19.91 65-4	6.29 20-8	2.48 11-5	.....	St-Pierre- Miquelon	A. Briand	S-P. 1.06										
.	14	A.ACANCIA, Oliver. (7.94)	12-4	—	—	Ple	177 169	Esp	48 O.94	Lloret	C-MI-Bor dur;ch.m fr. d.m.8.91;grp.84;rp.94.	27.10 88-11	7.93 26-0	3.72 12-3	.....	Barcelone	M. Esteba	Brç. 94 c.v. 94										
✦	15	A.ACHILLE-&-CELESTINE, Jean. (4.01)	16-6	5/6, G	1.1.	B-G	190 167	Frç	76 O.04	Nantes J. & A. Lefran- çois	C-Orch fr;sfb;(sal); SS.01;rp-car.12.06.	27.17 89-2	7.42 24-4	3.84 12-7	.....	Nantes	Capt	Nt. 12.06										

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN METERS IN FEET AND INCHES	BEAM IN METERS IN FEET AND INCHES	DEPTH OF HULL IN METERS IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY															
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															Register — under deck														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																																	
	DATE OF TERM																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																
✠	16	ACHILLE-R., Tomei. (9.93)	14	—	—	B-G	95	Itl	93	Viareggio A. Raffaeli	C-P.ch.m-frg;sfb; p.P;d.ft-m.9.95.	25.07 32-3	6.22 20-5	3.12 10-3	.....	Livourne	E. Tomei (à Viareggio)	Lvn. 95																
✠	17	ACHE. Mc Kay. (7.05) CLAYTON APP.	1	3/3, L	1.1.	Bq 4m 2 P	3292 2987	Aur	01 V.05	Bath (Me) A. Sewall & Co	A; 2 comp; grp.06; car.10.06.	101.29 332-4	13.76 45-2	7.93 26-0	.....	New-York	Standard Oil Co	Phid. 11.06																
.	18	ACTIV, Scheel, F. (9.01)	13-6	—	—	Slp	38 28	Alm	79 O.01	Altwarz	C-Ht ch.frg.sfb; (sal); rp.01; SS.99; car.3.06.	14.90 49-0	4.90 16-0	2.07 6-10	.....	Damgar- ten	Capt	Brth. 3.06																
✠	19	ACTIV, Mauritsen. (6.02) — 02	16	3/3, G	1.1.	G3m	222 195 211	Dan	02	Thurø J. Ph. Jørgensen	C-Ht;ch.m-frg; (sal);sfb;car.1.07.	36.26 119-0	8.13 26-8	3.64 11.11	.....	Svendborg	Aktieselskabet 3m Skonnert «Ac.iv» (J. Ph. Jørgensen)	Svnb. 4.07																
✠	20	ACTIV, Nielsen. (9.04) 04-04	16	3/3, G	1.1.	3mG	116 93 107	Dan	04	Aerøskjøbing Chr. Petersen	C-Ht-ch.m-frg; (sal);sfb;p.PP.	26.65 87-6	7.06 23-2	2.86 9-5	.....	Aerøskjø- bing	J. C. Svane	Svdb04																
✠	21	ACTIV, Christensen. (5.95) (3/3, P. 1.1.)	16	...	..	Glt	68 59 64	Dan	95	Karrebeksminde P. G. Hermansen	C-Ht;ch.frg;sfb; (sal);p.P.	21.97 72-2	5.78 19-0	2.54 8-5	.....	Nexø	W. M. Holm	Kngb. 01																
.	22	ACTIV, Madsen, H.C. (6.89)	13-3	—	—	Gls	61 52	Dan	13 re.83 O.90	Marstal	C-Ht.ch.frg.sfb;p. n.83;grp.SS.83;car.4.88	18.8 61-8	4.7 15-5	2.57 8-5	.....	Marstal	Capt	Svdb90																
✠	23	ACTIV, Nygaard. (4.06) — 00	15-2	5/6, G	1.1.	Glt	255 226 255	Nrw	73 O.06	O-Hamelwarden A. P. Botte	C-PP-Ht;ch.m-frg;(sal); p.n.SS;d. bois 3.05;car. 3.05;SS.06;rp.07.	32.7 107-4	7.0 23 0	3.79 12-5	.....	Stavanger	Olaf Nygaard	Hull 7.07 c. v.3.06																
✠	24	ACTIV, Lundqvist. (12.94)	12-6	—	—	Bq 1 P-B	376 290	Sds	76 O.95	Oscarshamn P. Pettersson	P-S-C.ch.m-frg;(sal);p. S;rp.SS.95;d.ft-m.9.95.	39.5 129-7	7.8 25-7	3.96 13-0	.....	Figeholm	M.K.Hammar	Got. 99 c.v. 98																
✠	25	ACTIVE, Le Maigat. (9.01)	13	3/3, G	1.1.	Glt	163 123	Frç	01	Paimpol Laboureur	C-Or;ch.frg.sfb.	31.81 104-1	7.22 23 8	3.59 11-10	.....	Légue	Very Carfan- tan (à Binic)	St-M. 1.07 c.v.1.07																
✠	26	ACTIVE, Bédel. (2.07)	13-4	3/3, G	1.1.	Glt	185 118	Frç	88 O.07	La Richardais L. Tranchemer	C-Or;ch.frg;sfb; car.11.06.	28.7 94-2	6.6 21-8	3.29 10 9	.....	St-Servan	Th. Clement	St-M. 2.07																
.	27	ADA, Teng. (9.04) — 04	9	3/3, G	1.1.	Glt	158 129	Rss	04	Mäggirand P. Pihel	P;ch.fr;(sal);sfb.	28.07 92-1	8.02 26 1	3.30 10-10	.....	Dago Ker- tel	G. Teng & Co	Rvl. 04																
.	28	ADA-PEARL, Stone. (7.05)	14-4	3/3, A	1.1.	G3m 1 P-B	256 219 240	Ang	75 re 01 O.05	Par	C-Or-Gr-PP; ch.m-frg. (sal);re.SS.01;d.ft-m. 7.01;rp.05.	36.34 119-3	7.77 25-6	4.16 13-8	26 29	Fowey	John E. Hoc- ken	Flm. 7.05 c.v.7.05																
.	29	ADAM, Apse. P. (8.98) 88-02	9	—	—	Glt	177 155	Rss	93 O.03	Margrafen Arkle	P-C;ch-fr;(sal);sfb; rp-car.1.01.	27.28 89 0	7.34 21 1	3.50 11 0	.....	Libau	Janson, Stettin & Co (à Riga)	Riga03																
.	30	ADAM, Widik. (5.01) 01-04	9	3/3, G	1.1.	Glt	121 113	Rss	00	Kertel P. Laur	P;ch-fr;(sal);sfb; rp-car.4.04.	26.83 88 0	7.69 25 3	3.02 9-11	.....	Kertel	E. von Ungern Sternberg	Pth. 6.07																

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## ADL

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION à TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
	2	3																	
✠	31	ADAM-W.-SPIES, <i>Mines.</i> (1.02)	13-6	3/3, L	1.1.	Bq 2 P	1235 1118	Amr	84 O.02	Newburyport <i>Atkinson &amp; Son</i>	C-PP.ch.m-frg; (sal);d.m.5.05;rp.06.	56.38 185-0	11.71 38-5	6.96 22-10	.....	New-York	Hutchings Bros	N-Y. 5.06 c.v.5.06	
.	32	ADELAIDE, <i>Trembeth.</i> (7.01)	12-3	—	—	B-G	180 136	Ang	69 O.01	Padstow	C-Or-PP;ch.m-frg;sfb; p.n.87;grp-car.SS.9.01.	32.31 106-0	7.40 24-3	3.84 12-7	.....	Fowey	Inkerman-Tre- gaskes (Par)	Dk. 03	
✠	33	ADELE, <i>Scheel, R.</i> (3.02)	13	3/3, P	1.1.	Glt	46 39	Alm	02	Barth <i>C. Holzerland</i>	C-Ht;ch-frg;(sal); sfb.	20.35 66-9	5.60 18-4	2.09 6-10	.....	Barth	Capt	Brth. 4.05	
.	34	ADELE, <i>Hellwege.</i> (10.90)	11	—	—	Ev dv	41 35	Alm	90	Gräpel <i>J. Steffens</i>	C-S;ch.fr;fd.plt; p. S; 1/2 V; sfb.	16.72 54-10	5.40 17-8	1.82 6-0	.....	Geversdorf	Capt	Hbg 90	
.	35	ADELE, <i>Ruge, W.</i> (8.97)	13-6	—	—	Slp	32 28	Alm	76 O.97	Damgarten <i>H. Dierling</i>	C-Ht.ch.frg.sfb; (sal);rp-car.SS.8.97	15.1 49-7	4.9 16-0	2.50 8-2	.....	Stralsund	Capt (à Lietz- owerfährea/R	Strs.97	
✠	36	ADELE, <i>Coubel.</i> (1.93)	16	3/3, G	1.1.	Glt c.p.	146 116	Frç	93 O.99	Dunkerque <i>L. Cornemus</i>	C-Or;ch.c.v-frg;sfb; (sal);p.S;rp.95.	30.42 99-10	6.92 22-9	3.54 11-8	.....	Dunkerque	A. Navet	Dk. 2.06 c.v.2.06	
✠	37	ADELE, <i>Leclère.</i> (1.97)	13	3/3, P	1.1.	Kt	44 33	Frç	96 O.04	Paimpol <i>Laboureur</i>	C-Or;ch.frg.S.A; sfb;grp-car.7.04.	16.91 55-6	5.46 17-11	2.40 7-11	.....	Tréguier	J. Guillou (à Lammodez)	Pmp. 10.06	
.	38	ADELE, <i>Jansson.</i> 99 - 04	11-3	—	—	Bq 1 P-B	664 596 614	Sds	80 O.01	Maitland (N-S)	B-Sp-PP-C.ch.m-fr. (sal);SS.01;sfb;car.5.05; rp.05.	45.7 150-7	10.1 33-4	5.50 18-0	==	Jönstorp	L. Jönsson	Card. 10.05	
.	39	ADELE-ÉMILIE (ex-Alice-B.), <i>Rebuffet.</i> (3.03)	10-6	3/3, P	1.1.	Glt	80 40	Frç	89 rc.02	La Have (N-S)	Mr-Sp-B;ch.m-frg; (sal);sfb;rc.SS.02.	20.30 66-7	6.40 21-0	2.35 7-9	.....	St-Pierre Miquelon	L. Hubert Fils (à St-Servan)	St-P.04 c.v.04	
.	40	ADELE-M. (ex-Nova-Ida), <i>Bertacca.</i> (2.04)	13-4	3/3, G	1.1.	Ctt	61	Itl	89 O.04	Viareggio	C-P.ch.frg;sfb;rp. 04;car.6.06.	21.00 68-11	6.10 20-0	2.40 7-11	.....	Livourne	A. Lazzarini	Lvn. 6.03	
.	41	ADELINA, <i>Arrighini.</i> (12.03)	13-3	—	—	Ttn	39	Itl	63 rc.03	Viareggio	C-P;ch.m-frg;sfb; car.11.03.	17.50 57-5	5.45 17-10	2.10 6-11	.....	Livourne	A. Baldali (à Viareggio)	Lvn. 03	
.	42	ADELINDA-MADRE (ex-Esaro), <i>Domenici.</i> (10.02)	13-3	—	—	B-G	90	Itl	71 O.02	Gaeta	C-ch.frg;sfb;rp-car 2.05.	—	—	—	.....	Gaeta	F. Raffaelli	Lvn. 2.05	
✠	43	ADELMA (ex-Düppel), <i>Acker- man.</i> (12.87)	14-7	—	—	Bq 1 P-B	515 475	Sds	64 O.88	Danzig <i>F. Devriendt</i>	C-Ht; sfb; p. P. 85; grp.S;SS.SS;rp-car.2.92	39.05 128-1	9.32 30-7	5.48 18-0	.....	Landskro- na	A. S. Cron- berg	N-C.93	
✠	44	ADIEU-YA, <i>Coudou.</i> (3.01) 97 - 01	13	3/3, P	1.1.	Dy	64 49	Frç	01	Paimpol <i>Laboureur</i>	C-Or-Ht;ch.frg;sfb	19.60 64-4	6.14 20-2	2.53 8-6	.....	Lannion	Capt	Pmp. 3.05 c.v.3.05	
✠	45	ADLER, <i>Österman.</i> (6.96)	14-4	—	—	G3m	220 187	Sds	66 O.96	Neustadt <i>J. Tornoe</i>	C-Ht.ch.m.sfb;SS. 78;p.n.92;rp-car.3.96.	32.05 105-2	7.05 23-2	3.60 12-2	.....	Blidö	F. A. Öster- man	Ppb.98	

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION		MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE WATER W.N.A.	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			gross Register	under deck			BUILDERS	SHEATHING REPAIRS									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																					
	DATE OF TERM																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
+	46	ADMIRAAL-TROMP (ex-Marie), Kuiper. (10.05)	1	1/3, L	1.1.	Bq	417 264 356	P-B	92	Tönning Schömer, Jensen V.05	A; 2 comp; 1/2 D. 1m75; D. 9m90; R. A. 6m77; p.S; car.9.05; rp.98.	45.72 150 0	7.92 26 0	4.43 14-6	.....	Hilversum	J. Nienhuijs	Am. 11.05				
+	47	ADMIRAL-TEGETTHOFF, Pundt. (10.99)	13-4	—	—	Bq 2 P	922 893	Alm	71	Bremerhav n J.C. Tecklenborg	C-Ht-PP.ch.m-frg./sal; p.P;rp.SS.93.d.ft-m. 10.90.	49.20 161.5	10.30 33-8	6.80 22.1	.....	Hamburg	Schlubach & Co	Stt. 99				
+	48	ADOLF, Puksis. 01-03 (9.01)	12	3/3, G	1.1.	Glt	169 154	Rss	01	Adiamunde P. Krause	P-C;ch.frg;(sal); sfb;rp-car.5.03.	26.39 86-7	7.52 24-8	3.52 11-7	.....	Riga	J. Ehkis	Ptb. 4.06				
+	49	ADOLF-FREDHOLM, Ohls- son. (8.94)	12-3	—	—	G3m 1 P-B	330 302	Sds	63	Stockholm S. G. Jensen	C-P.ch.m-frg.sfb; grp-car.SS.8.94;p.rp.94.	38.6 126-0	7.75 25-5	4.16 13-9	.....	Lerberget	L. Pålsson	Hlsb.96 c.v. 96				
+	50	ADOLPH, Behrens, A. (4.05) 88-91	14-6	3/3, G	1.1.	Glo	89 71	Alm	91	Edewecht Kramer	C-Ht;ch.frg.sfb;p. PP;rp-car.SS.5.05.	22.30 73-2	5.60 18-5	2.41 7-11	.....	Barssel	Capt	Wes. 5.07				
+	51	ADOLPH-OBRIQ, Ross. 03-04 (11.03)	13-7	5/6, A	1.1.	Bq 3 P-S	1118 1302	Amr	81	Camden (M <sup>o</sup> ) Carlton Nor- wood & Co	C-PP.ch.m-frg;(sal); spard;SS.04;rp.07; d.m.3.07.	63.45 208-2	11.76 38-7	7.01 23-0	.....	New-York	I.F.Chapman & Co	N.Y. 3.07				
.	52	ADOLPHE, Rocre. (12.02)	10-3	—	—	Slp	43 41	Frç	79	Ostende	C-Or;ch.frg;sfb;p.S. 95;rp.SS.95;car.12.01.	18.95 62-3	5.34 17-7	2.65 8-9	.....	Dunkerque	L. Vincent & Ch. Lemmens	Dk. 03 c.v. 02				
+	53	ADOLPHINE (ex-Appolo), ..... (9.92)	13-4	—	—	Glt	130 115 120	Sds	64	Svendborg C. & H. P. Hansen	C-Ht.ch.m; p.n.86. sfb;rp.SS.86;car.9.92.	27.48 90-2	5.77 18-11	3.38 11-1	.....	Råå	R. Andersson	Svdb.96				
+	54	ADONIS, Andersen. (1.96)	16-4	—	—	Glt	160 144 149	Dan	69	Thurø P. Bom	C-Ht.ch.m-frg.sfb;(sal); p.P.90;rp.SS.90;car. 4.94.	29.31 96-2	6.58 21-7	3.35 11-0	.....	Svendborg	C. Bom	Kngh. 98				
.	55	ADOUB (ex-Maggie-Mc-Nell), Nicot. (2.07)	9-3	3/3, P	1.1	Glt	75 55	Frç	89	La Have (N-S)	Mr-Ht-B-Sp-P;ch.m-fr; (sal);sfb;ic.SS.07.	21.35 70-1	6.90 22-8	2.60 8-7	.....	St-Pierre- Miquelon	La Morue Française	St-P. 3.07				
+	56	ADRIANA, Bruyn. (3.05)	1	3/3, L	1.1.	3 m 2 P	1804 1740 1661	P-B	92	Alblasserdam J. N. Smit	A; 2 comp;p.PP;rp- 97;car.2.06.	73.15 240-0	11.58 38-0	7.01 23-0	61 1/2 66 1/2	Alblasser- dam	J. U. Smit	Rd. 3.06				
.	57	ADRIATIQUE (ex-A.-D.-Mit- chell), Héguy. (3.06)	9-2	3/3, P	1.1.	Glt	52 38	Frç	94	Jeddore (N-S)	Sp-P-Ht;ch.m-fr;p.n. 00;(sal);sfb;car.11.02; rp.04.	19.45 63-10	5.79 19-0	2.39 7-10	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.06 c.v. 1.06				
+	58	ADVANCE, Milberry. (11.02)	12	3/3, A	1.1.	G3m	363 295 289	Ang	02	Canning (NS) A. Potter	Sp B Ht-C;ch.m-frg; (sal);rp.03;d.ft-m. 11.06.	44.20 145-0	9.75 32-0	3.35 11-0	.....	Windsor (N-S)	S. Reynard & Co	Phld. 11.06				
.	59	ADVANCE, Clemens. (8.02)	13-4	—	—	Glt	114 100	Ang	76	Garmouth	C-PP-S;ch.m-frg;(sal); sfb;car;SS.S.98.p.n.01; rp.04.	27.17 89-2	6.53 21-5	3.15 10-4	.....	Plymouth	J. A. Clemens (a New-Quay)	Ld. 04 c.v. 02				
+	60	ADVENT, Hagan. (7.02)	12	3/3, A	1.1.	G3m	310 256	Ang	02	Parrsboro (N-S) D. A. Huntly	Sp-B-Ht-C;ch.m- frg;(sal);d.ft-m.1.07.	30.32 129-0	9.93 32-7	3.12 10-3	.....	Windsor (N-S)	S. Reynard & Co	N.Y. 1.07				

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## AGE

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALEE H.A.N. à pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION à TERME	COTE		GRÈEMENT NOMBRE DE PONTS	Brut			CONSTRUCTION — CONSTRUCTEURS	DOULAGE — REPARATIONS									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL							Net													
	DATE DU TERME							Sous 4 pont													
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠	61	EGIR, Wegener, Chr. (4.00) 70-00 (3/3, I.1.1.)	13	...	..	Glt	49 46	Alm	00	Barth C. Holzerland	C-Ht; ch. frg; (sal); sfb.	20.33 66-8	5.96 19-7	2.27 7-6	.....	Rendsburg	Capt (in Hamdorf)	Angb. 64 c.v. 03			
✠	62	EGIR, Petersen. (1.07) 00-07	16-6	3/3, G	1.1.	G3m	157 138 153	Dan	90 O.07	Marstal H.J. Bager	C-Ht; ch. frg; sfb; (sal); rp-car. SS.6.07.	28.70 94-2	6.45 21-2	3.17 10-4	.....	Marstal	H. Petersen	Svcb. 6.07			
✠	63	AEOLUS, Lemmin. (7.00) Vap. aux. (3/3, G.1.1.)	14	...	..	Glt	150 55	Alm	00	Benicia	P; ch.m-frg; (sal); d.m.5.04.	32.00 105-0	7.32 24-0	2.94 9-8	.....	Hamburg	Jaluit Gesellschaft	S-F. 04			
✠	64	EQUATOR, Sackne. (7.92)	12	—	—	B-6 3m 1P-B	415	Rss	92	Haynasch M. Mangus	P-C; ch. frg; (sal); p.P; d.ft-z.11.95.	41.75 137-0	8.70 28-6	5.05 16-6	.....	Haynasch	Georg Weides Erben	Card 95			
✠	65	ERA, Pettersson. (2.06)	I	3/3, P	1.1.	Glt	112 94 101	Sds	96 V.06	Malmö Kockums Mek. Verkstad	A; 2 comp; 1/2 D. 4m75; R.A. 3m05; 1 p.A. rp-car.2.06.	25.57 83-11	6.50 21-4	2.92 9-7	.....	Helsing- borg	G. H. Witt	Hlsb. 2.06			
.	66	ERIAL, Andersen. (1.06)	13-3	5/6, G	1.1.	B-G	187 150 164	Dan	79 O.06	Limekilns J. Whitehead	C-Or-PP; ch. m-frg; (sal); sfb; SS.90; rp-car. 10.06.	28.34 93-0	7.29 23-11	3.65 12-0	.....	Marstal	J. C. Simon- sen	Pmp. 10.06			
✠	67	ERO, Christensen. (1.07) — 84	16-3	3/3, G	1.1.	G3m	239 215 224	Dan	84 O.01	Svendborg P. Toensegaard	C-Ht; ch. frg; (sal); sfb; car.5.04; SS.01; rp.07.	34.70 114-0	7.20 23-8	3.65 12-0	.....	Marstal	H.J. Christen- sen	Svab. 3.07			
.	68	AFFRICANA, Bertacca. (2.03)	13-3	5/6, G	1.1.	Glt	89	Itl	74 O.03	Viareggio A. Raffaelli	C-M; ch.m-frg; p.P; sfb; SS.03; car.2.07; rp.07.	23.70 77-9	6.10 20-0	2.92 9-7	.....	Livourne	Ing. A. Lippi (à Viareggio)	Lvn. 2.07			
✠	69	AFRICANA (ex-Laurinha),..... (12.05)	13-3	5/6, L	1.1	Bq 1P-B	783 681	Ptg	76 O.06	Oevelgünne P. Dirks	C-PP-Ht; ch.m-frg; (sal); SS.02; d.ft-m.11.02	51.50 169-0	8.85 29-0	5.77 19-0	.....	Lisbonne	J. A. Ferreira & Co	Lish. 10.06 c.v. 10.06			
✠	70	AFTON (ex-Franziska), Hen- wood. (5.03) (5/6, G. 1.1.) — 03	14-3	...	..	Glt	129 108 115	Ang	74 O.03	Greifswald A. Spruth	C-Ht; ch. frg; sfb; p. n.95; SS.01; rp-car.5.03.	34.99 82-0	6.86 22-6	3.05 10-0	=	Leith	J. A. Clai- reaux	Gls 03			
✠	71	AGA, Olsson, G. (11.03)	12	3/3, P	1.1	Glt	60 48 57	Sds	03	Sodra-Garns A. Svensson	P-C; ch. frg; (sal); sfid.	19.60 64-4	5.05 16 7	2.08 6-10	.....	Donsö	Capt	Kngb. 6.07			
.	72	AGATHA, Buisman, R. (6.04)	I	3/3, G	1.1.	Glt dv. bsc.	126 98 109	P-B	92 V.04	Martenshoek Niestern & Te Velde	F-A; 2 comp; fit plat; G-E. car.6.06.	29.77 97-8	5.93 19-6	2.31 7-7	.....	Groningen	Capt	B.g. 6.06			
✠	73	AGATHA, Top, B. J. (2.06)	I	3/3, P	1.1.	Tk dv. 2m bsc	85 68 75	P-B	99 V.06	Oostwold K. Hortsing	A-F; 2 comp; G.E; fid. plt; p.A. rp.04; car.2.06.	25.08 82-4	5.00 16-5	2.19 7-2	.....	Groningen	Capt	Gng. 2.06			
✠	74	AGAWA, ..... (7.02) ELECTR. Drague.	I	—	—	3m 1P-B	3516 3308	Ang	02	Collingwood Collingwood Shipbuilding Co	A; 3 comp.	114.60 376-0	14.02 46-0	7.93 26-0	.....	Sault Ste- Marie	F. H. Clergue	Clv. 02			
.	75	AGEN, Kääriä. A. A. (7.04)	3-3	—	—	Glt	117 112 110	Rss	00	Neuvottoma	P; ch. fr; sfb.	23.17 76-0	7.62 25-0	3.05 10-0	.....	Lavansaari	Capt	Ptb. 04			

N. B. — Les traits == indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR OF CONSTRUCTION	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TRIM	CHARACTER	NUMBER OF DECKS		Register gross under deck	SHEATHING			REPAIRS								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
+	76	AGENT-PETERSEN, <i>Frederiksen</i> . (3.06) 93-93	16-4	3/3, A	1.1.	3m G	336 269 805	Dan	92	Marstal <i>F. Hansen</i>	C-Htch m-frg; <i>sea</i> p. P; d. ft-m. 1.07; rp. 05.	39.30 129-0	8.50 27-11	3.83 12-7	.....	Marstal	Agent Peter- sen	Svdb. 1.07		
.	77	AGIA-EFTIMIA, <i>Macridis</i> . (5.06)	12-4	3/3, P	1.1.	Ctt	30	Gre	00	Bartin	C; ch. frg; sfb; car. 5.06.	17.00 55-9	4.00 13-2	2.50 8-2	.....	Syra	Anastasiadis & Cost. Jacovides	5.06		
.	78	AGIA-MARKELLA, <i>Halkias</i> . (3.91)	11-1	—	—	B-63m 1 P-B	265	Gre	80	Syra <i>D. Xrisakis</i>	C-Or-Ml-P.ch.m- frg; p. P; d. ft-m. 12.85.	30.78 101-0	7.98 26-2	5.41 17-9	.....	Syra	G. Lemo (à Scio)	Sln. 91		
.	79	AGIA-MATRONA ( <i>ex-Nea-Em- boriani</i> ), <i>Cristakis</i> . (3.00)	11-6	—	—	Bk Plc 1 P-B	266 251	Tre	78	Syra	P-Ml-C; ch.m-frg; sfb; SS.00.	31.55 103-6	8.00 26-3	5.70 18-8	.....	Salonique	Capt	Alx. 02		
.	80	AGILE ( <i>ex-May-Flower</i> ), <i>Hercouët</i> . (2.06)	10-1	—	—	B-G	145 107	Frç	81	Port-Medway (N-E)	B-S-C.ch.m-fr.sfb; re.SS.3.98; car. 1.06.	27.10 89-0	7.60 25-0	3.04 10-0	.....	St-Malo	Leoni Coste & Co (à St-Pierre-M.)	St-M. 2.07 c.v. 2.07		
+	81	AGILE, <i>Vroland</i> . (3.07)	13-6	5 6, G	1.1.	Glt	111 81	Frç	79	Dunkerque <i>Vanderviele fils</i>	C-Or.ch.ev-trg.sfb; <i>sea</i> p.n.6; SS.3.3; rp-car. 10.01.	26.40 86-8	6.70 22-0	3.35 11-0	.....	Dunkerque	G. Beck.	Ok. 3.07 c.v. 3.07		
.	82	AGIOS-DIMITRIOS ( <i>ex-Tula- Calvocoressi</i> ), <i>Sultanese</i> . (6.00)	12-4	—	—	Bk 1 P-B	402	Tre	78	Syra	C-P.ch.m-frg; d.ft- m. 2.02; grp. SS.00.	38.00 124-8	8.10 26-7	6.00 19-8	.....	Smyrne	Michail Sultanese	Npl. 04		
.	83	AGIOS-GEORGIOS, <i>Susario</i> . (2.04)	12-3	—	—	Bq 1 P-B	394 383	Gre	92	Cassos	C-P.ch.ev-frg; <i>sea</i> p. P; sfb; car. 2.06.	37.30 122-5	8.75 28-9	5.45 17-11	.....	Le Pirée	Minas J. Diacachi	Npl. 2.06		
+	84	AGIOS-GEORGIOS ( <i>ex-Duc-Sa- relle</i> ), <i>Lemos</i> . (11.04)	13-3	3/3, Δ	1.1.	Bq 1 P-B	897 820 872	Tre	77	Sestri P. <i>A. Briasco</i>	C-P-P-Or-Ml; ch.m- frg; p. P; rp. SS.91; d.ft.m. 7.04.	50.40 165-8	9.20 30-2	6.91 22-8	.....	Chios	Capt	Const. 2.07		
.	85	AGIOS-GEORGIOS, <i>Salucas</i> . <i>Dem</i> . (7.01)	13-1	—	—	Glt	93	Tre	80	Syra	C-P.ch.m-frsfb; car. 00.	23.00 75-6	6.80 22-4	3.00 9-10	.....	Alexandrie	Capt	Alx. 01		
.	86	AGIOS-GEORGIOS, <i>Angeli- coussis</i> . (12.05)	14-3	3/3, M	1.1.	Bk 1 P-B	451	Tre	80	.....	C.ch.m-frg; d.ft.m. 03; p.n.95; rp. 06.	.....	.....	.....	.....	Chios	N. Angeli- coussis	Alx. 12.05		
.	87	AGIOS-JOANNIS, <i>Anaplisti</i> . <i>G</i> . (6.05)	12-6	3/3, M	1.1.	Glt	198	Gre	03	Syra	C-P; ch.m-fr; d.m. 6.05.	28.95 95-0	7.62 25-0	4.57 15-0	.....	Santorin	Capt	Alx. 6.05		
.	88	AGIOS-MARKOS, <i>Contanti- nos</i> , <i>B</i> . (8.02)	12-4	—	—	Glt	261 248	Tre	73	Syra	C-P-Mch.fr; d.ft- m. 5.02; grp. 02.	29.10 95-6	7.00 23-0	5.20 17-1	.....	Chio	Capt	Pir. 02		
.	89	AGIOS-NICOLAOS, <i>Los</i> . (3.03) 00-06	13-3	3/3, G	1.1.	B-G	142 136	Gre	93	Skiathos	C-P; ch.fr; sfb; car. SS.6.06.	23.30 76-5	5.30 17-5	3.70 12-2	.....	Skiathos	I. Coutzis (au Pirée)	Syra 9.07		
.	90	AGIOS-NICOLAOS, <i>Theodo- rou</i> . (10.05)	12-3	3/3, A	1.1.	Bq	431	Tre	93	Cassos	C-P.ch.ev-fr; sfb; <i>sea</i> p. P; d.ft-m. 10.0; rp. SS. 05.	22.30 138-10	8.88 29-2	6.06 19-10	.....	Cassos	Smavagda Antoniou & Co	Const. 05		

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



AGO

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	Brut Net Sous le pont		DE CONSTRUCTION	DOUBLAGE RÉPARATIONS			EN MÈTRES EN PIEDS ET POUCES	EN MÈTRES EN PIEDS ET POUCES									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																					
	DATE DU TERME																					
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19					
91	AGIOS-NICOLAOS (ex-Ira', Devriano. (8.07)	11-2	3/3, M	1.1.	B-G 1 P-B	283	Tre	90 O.07	Syra	P; ch. m. fr; sfb; rp. 02; car. 5.04.	34.80 114-2	8.25 27-1	6.20 20-4	.....	Constan- tinople	N. Crionas	Gltz. 8.07 c.v. 8.07					
92	AGIOS-NICOLAOS (ex-Affetti- Devian), Soussaris. (11.98)	12-3	—	—	Bk 1 P-B	187	Tre	76 O.98	Barten	C-P. ch. frg; sfb; rp- car. 11.98.	30.00 98-5	7.00 23-0	5.10 16-9	.....	Constan- tinople	Nicolaos Moschos	Cnst. 98					
93	AGIOS-NICOLAOS (ex-Anna), Pateras. (8.97)	12-3	—	—	Bk	130	Tre	74 O.97	Pirée	C-P. ch. cv. frg; p. P; d. m. 8.97.	26.80 88-0	6.50 21-4	4.10 13-9	.....	Constanti- nople	Capt	Cnst. 97					
94	AGIOS-SPYRIDION, Pappa. (1.87)	10-4	—	—	Bk	118	Gre	80 O.87	Cassos E. Sofo	P. ch. frg. sfb; p. P.	21.31 69-11	6.74 22-1	3.93 12-10	.....	Syra	Manoli G. Papaelia	Ods. 89 c.v. 89					
95	AGIOS-SPYRIDION (ex-Eleni- A.), Pateras D. (1.04)	12-1	—	—	Bk 1 P-B	246	Tic	79 O.04	Syra	P-C; ch. cv. frg; sfb; rp-car. 02.	29.50 93-6	8.00 26-3	4.80 15-9	.....	Syra	Capt	Alx. 04 c.v. 04					
96	AGIOS-SPYRIDION, Garou- falos. (4.07)	13-3	3/3, M	1.1.	Ctt	38	Tre	00 O.07	Bartin	C-P; ch. frg; sfb; car. 4.07.	18.00 59-1	3.50 11-6	.....	Constanti- nople	Joannis Joachimoules	Cnst. 4.07						
✠ 97	AGNES, Andreasen. (3.06) 86-86	16-4	5/6, G	1.1.	Glt	<sup>130</sup> 112 124	Dan	74 O.06	Thurø Troensegaard	C-Ht. ch. frg. sfb; p. n.00; rp-car. SS.6.00.	27.90 91-7	6.30 20-8	3.11 10-2	.....	Svendborg	R. W. Rasmussen (à Thurø)	Svdb. 5.96 c.v. 5.06					
✠ 98	AGNES, Christensen. (12.05) 81-03	16-6	5/6, G	1.1.	Glt	<sup>97</sup> 87 93	Dan	73 O.06	Marstal H. J. Bager	C. ch. frg. sfb; p. P. 94 grp. 94; car. SS.3.06	23.50 77-0	6.10 20-0	2.85 9-4	.....	Marstal	N. J. Ohlsen	Svdb. 3.06					
✠ 99	AGNES, Henriksen. (11.96) 90-96	16	3/3, P	1.1.	Gls	<sup>48</sup> 35 46	Dan	96 O.0	Faaborg R. Möller	C-Ht; ch. frg; sfb; (sal); car. 10.03.	20.00 65-7	5.65 18-7	2.10 6-11	.....	Marstal	Claus Henrik- sens Enke	Kngb. 7.06					
✠ 100	AGNES (ex-Fritz-von-der- Lancken), Bengtsson. (1.99)	16-4	—	—	Bq	<sup>812</sup> 294 261	Sds	77 O.99	Siedorf G. Krüger	C-Ht; ch. m. frg; (sal); SS.94; sfb; rp-car. 7.00.	35.68 117-1	8.36 27-5	4.32 14-2	.....	Skellinge	F. Norberg	Stkh. 01					
101	AGNES-CAIRNS, Penalggon. (4.07)	12-4	5/6, G	1.1	Glt	146 58	Ang	73 O.07	Limokilns J. Whitehead	C-PP; ch. m. frg; sfb; grp. SS.01; rp-car. 4.07.	28.16 92-5	6.52 22-6	3.66 12-0	.....	Fowey	J. Ennor (New-Quay)	Plm. 4.07					
✠ 102	AGNES-MAY, Lewis. (3.06)	11-4	3/3, P	1.1.	G3m	101 78	Ang	95 O.06	Falmouth W. H. Lean	C-Or-PP; ch. frg; sfb; (sal); rp. 02; car. 6.06.	28.39 93-2	6.55 21-6	2.92 9-7	18.0	Swansea	E. O. Roberts (Liverpool)	Lvp. 6.06					
✠ 103	AGNESE-PENNA-SCUTARINA (ex-Luciano-Campisi), Suleiman. (12.06)	13-2	3/3, A	1.1.	Bk 1 P-B	466 429	Mtn	78 O.05	Sorrento A. Paturzo	C-P; ch. m. fr; SS.98; d. ft. m. 3.05; rp. 05.	42.49 139-5	8.89 29-2	5.50 18-0	.....	Dutigno	Ahmet Sulei- man	Npl. 1.07					
✠ 104	AGNETE, Martensson. (2.05)	16-6	5/6, G	1.1.	B-G	<sup>149</sup> 132 130	Sds	77 O.05	Svendborg J. R. Andersen	C-Ht. ch. m. frg. sfb; (sal) SS.33; car. 2.05; rp. 05.	29.71 97-6	6.60 21-3	3.14 10-4	.....	Limhamu	M. Martens- son	Mlm. 4.07					
105	AGONAISE (ex-Vandala), Convenant. (3.07)	9-4	5/6, P	1.1.	Glt	<sup>71</sup> 51	Frg	93 O.06	La Have (N-S)	Mr-B-Ht-Sp-P; ch. m. frg; (sal); sfb; p. n.03; rp. car. 12.06.	22.21 72-10	6.42 21-1	2.68 8-10	.....	St-Pierre- Miquelon	A. Le Provost	St-P. 12.06					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
• 106	AGOSTINO-M. ( <i>ex-Tourney</i> ), <i>Aveno.</i> (12.05)	II	3/3, L	1.1.	Bq 2 P	1691 1066 1058	Itl	64 V.05	Sunderland <i>Pile, Hay &amp; Co</i>	F; 2 comp; 2 p. P; rp- car. 11.05.	33.35 207-7	10.15 33-3	6.56 21-5	.....	Gênes	Luigi Mor- tola	Lvn. 11.05															
✠ 107	AGRA ( <i>ex-Gevalia</i> ), <i>Jensen.</i> (4.05)	12-3	5/6, G	2.1.	Bq 1 P-B	694 649 622	Nrw	74 O.05	Gefle	P-C; ch. m. frg; (sal); sfb; p. S; SS. 92; rp-car. 4.05.	46.81 153-7	9.32 30-7	6.02 19-9	.....	Christiania	A. Wilhelm- sen	Chrt. 4.05															
• 108	AGUSTINA ( <i>ex-William-Ross</i> ), <i>Holmsen.</i> (1.05)	12-2	—	—	Bq 2 P	804 834 819	Nrw	69 O.05	Portsmouth <i>D. Marcy</i>	P-PP-P; ch. m. frg; p. n. 84-93; grp. 84; SS. 00; d. ft. m. 1.00; rp. 03.	50.3 165-0	10.5 34-6	6.86 22-6	.....	Christiania	Sigurd Fei- ring	Chrt. 1.05															
• 109	AHTI ( <i>ex-Imacos</i> ), <i>Jansson.</i> (5.05)	12-4	5/6, A	1.1.	Bq 1 P-B	574 552 512	Rss	80 O.05	Tvelestrand <i>C. Bech</i>	C-PP-P; ch. m. frg; (sal); d. ft. m. 8.07.	44.53 146-1	10.20 33-6	5.54 18-2	.....	Nystad	J. S. Jansson	Hlsb. 8.07															
✠ 110	AIGLE, <i>Ferminé.</i> (1.97)	13	3/3, G	1.1.	B-G	172 128	Frç	97 O.05	Cancalle <i>Lhotellier</i>	C-Or; ch. m. frg; sfb; car. 11.05.	29.37 96-4	7.92 26-0	3.55 11-4	.....	La Houle	F. Mahé (à Cancalle)	Nt. 11.05															
• 111	AIGLE, <i>Le Guyader.</i> (7.89)	11-4	—	—	Lg	61	Frç	68 O.89	Libourne	C-Or-PP; sfb; d. ptt; p. S. G-E; S-A; SS. 89; rp-car. 4.90	20.6 67-7	5.3 17-5	2.36 7-9	.....	Luçon	Daviau	B-I. 90															
• 112	AIGLON, <i>Chaton.</i> (2.04) — - 04	13-12	3/3, A	1.1.	3 m B-G	279 228	Frç	03	Varazze	C-Ht-P; ch. m. frg; d. m. 1.03.	38.31 125-8	8.13 26-8	3.91 12-10	.....	Granville	J. Allain	Grv. 1.06 c.v. 1.06															
✠ 113	AIGLON, <i>Tarvernier.</i> (2.07) 03 - 07	16	3/3, G	1.1.	Glt	154 118 154	Frç	07	Dunkerque <i>Ecolin</i>	C-Or; ch. m. frg; (sal); sfb.	29.81 97-10	7.36 24-2	3.50 11-6	.....	Gravelines	Torris Frères	Ok. 2.07															
✠ 114	AIMÉ-BLAVIER, <i>Layec.</i> 87 - 03 (5.00)	16	3/3, G	1.1.	Glt	115 87	Frç	00	St-Malo <i>A. Buron.</i>	C-Or; ch. frg; (sal); sfb; rp-car. 2.06.	26.72 87-8	6.46 17-11	3.14 10-4	.....	Nantes	Larivière & Co (Angers)	Nt. 2.06															
• 115	AIMÉE, <i>Prat.</i> (3.06)	14-6	5/6, G	1.1	Bk	226 196	Frç	75 O.06	Nantes <i>Tillé</i>	C-Or; ch. m. frg; sfb; car. SS. 3.06; rp. 07.	29.81 97-10	7.65 25-4	3.80 12-6	.....	Dunkerque	Georges Cor- tier	Ok. 3.07															
• 116	AISA, <i>Aatlonen.</i> (10.98)	9-3	—	—	Bq 1 P-B	396 384	Rss	75 O.98	Nystad	P; ch. fr; sfb; car. SS. 10.98.	37.70 123-8	8.55 28-0	4.48 14-8	.....	Lokalat	M. Osterman	Åbo 98															
✠ 117	AISA, <i>Andersson.</i> (4.03) 01-03	13	3/3, G	1.1	Glt	116 99	Sds	03	Halmstad <i>V. Frandsen</i>	P-C; ch. frg; (sal); sfb; rp. 05; car. 8.07.	28.40 93-2	7.55 24-9	3.19 10-4	.....	Halmstad	A. Svensson	Got. 8.07															
• 118	AINO, <i>Tuikkala.</i> (6.00)	8-3	—	—	Gls	76	Rss	99	Pyhäjoki	P-S; ch. fr; (sal); sfb.	24.60 80 9	6.10 20-0	2.20 7 3	.....	Pyhäjoki	A. Haglund	Åbo 00															
• 119	ALASKA, <i>Dewey.</i> (6.06)	12-4	5/6, G	1.1.	Glt	127 118	Ang	84 O.06	Sackville (N-B)	B-Sp; ch. m. frg; sfb; grp-car. SS. 7.06.	28.65 94-0	9.07 29 9	2.57 8 5	.....	Sackville (N-B)	J. N. Pugsley	N-S. 7.06															
✠ 120	ALASKA ( <i>ex-Z.-Ring</i> ), <i>Hansen.</i> 95 - 04 (1.02)	14-6	5/6, G	1.1.	Bq 1 P-B	1247 1231 1197	Nrw	72 O.00	St-John (N-B) <i>Cruikshank &amp; Pitfield</i>	Sp-B-PP-Hk-C. ch. m. fr; SS. 97; sfb; rp-car. 5.06.	60.62 198-11	11.90 39 1	7.41 24-4	65 $\frac{1}{2}$ 70 $\frac{1}{2}$	Christiania	Aktie « Alaska » (J. Johanson & Co)	Chrt. 5.06															

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## ALB

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	(FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut Net — Sous le pont	REPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
121	ALBANIA, Christensen. 96-03 (10.06)	I	3/3, L	1.1.	Bq 1 P-B	1191 1098 1117	Nw	67 V.06	Glasgow Rurelay, Curle & Co	F; 3 comp; 1 D. 10m06; G. 9m70; rp-car. 9.06.	69.49 228-0	10.36 34-0	6.76 22-2	.....	Kristiania	Aktieselskabet « Albania » (J. Johanson & Co)	Gsg. 10.06				
✠ 122	ALBANIA, Erikson. (1.06)	14-4	3/3, A	1.1.	3 m 2 P	1509 1438 1340	Rss	81 O.06	St-John (N-B) O. Pittfield	Sp-PP-B-C-Hk.ch.m- frg;(sal);d.ft-m.1.06; SS.98;rp.03.	62.4 204-8	12.0 39-6	7.38 21-3	62 1/2 68	Marie- hamn	O.Tammelander	Sws. 9.06				
✠ 123	ALBATROS, Dierks. (10.03)	I	3/3, L	1.1.	G3m A.&C.P.	472 411 376	Alm	99 V.03	Westerbroek Niester & Te Velde	A; 2 comp; 1 D. 24m50; R. R. 11m; R. V. 5m10; G. 6m10; lp. PP; car. 10.03	47.68 156-5	8.42 27-8	3.89 12-9	24 1/2 27 1/2	Bremen	Seetzen Ge- brüder	Hbg 03				
124	ALBATROS, ..... (8.96)	I	—	—	Glt dv	173 162 149	Sls	96	Martenshoek Niester & te Velde	A-F; 3 comp; p. PP. rp.96; car. 1.99.	31.55 103-6	6.84 22-5	2.78 9-2	.....	Råå	B. Goransson	Hbg 99				
125	ALBATROS (ex-Banca-Navale- F.), Olsson. (12.06)	14-2	5/6, L	1.1.	Bq 2 P	969 873	Sds	74 O.06	Gênes	C-PP.ch.m-frg; SS.98; d.ft-m.5.04; rp.06.	52.88 173-6	9.69 31-10	6.84 22-5	.....	Gothem- bourg	John E. Olsson	Got. 12.06				
✠ 126	ALBATROS, Andersson. (7.93)	12	—	—	Gls	67 61	Sls	93 O.02	Södra Garns Warf J. Svensson	P-C; ch.frg; sfb; (sal); rp-car. 9.02.	23.00 75-6	5.30 17-5	2.03 6-8	.....	Skillinge	N.P.Thorsson	Got. 02				
✠ 127	ALBATROSS, Parry. (4.02)	12-4	—	—	B.G 3 m	378 340	Ang	82 O.02	Tynemouth (N-B) T. Mallory	Sp-B-PP-C.ch.m-frg; (sal); grp. SS.96; d.ft-m. 8.00; rp.02.	42.4 139-3	9.2 30-4	3.96 13-0	.....	Lowestoft	J. C. Sterry & Co	N-Y.02				
✠ 128	ALBATROZ (ex-Stanley-Sleat), Velha. (2.99)	I	—	—	Bq 2 P	813 773	Ptg	65 V.99	Bordeaux Armand	Fer; car. 4.03.	51.61 169-4	10.05 33-0	6.15 20-2	.....	Oporto	Glama & Marinho	Card 03				
✠ 129	ALBERDINA, Schuur, E. (11.05)	I	3/3, P	1.1.	Tj. dv. lm. bsc	101 96 88	P.B	98 V.05	Martenshoek Gebr. G. & H. Bodewes	A-F; 2 comp; G.E; fd. pl. p. F; rp.04; car. 11.05.	25.42 83-5	5.51 18-2	2.18 7-2	.....	Groningen	Capt	Hbg 11.05				
✠ 130	ALBERT, Turne. (7.04)	14-6	3/3, G	1.1.	Bq	683 624	Amr	90 O.05	Port-Blake- ley Hall Bros	P.ch.m-frg.(sal); sfb; car. SS.1.03.	55.50 182-1	11.65 38-3	4.42 14-6	.....	San-Fran- cisco	Williams. Dimond & Co	S-F. 4.06 c.v. 4.06				
✠ 131	ALBERT, Albertsen, A. 80-98 (4.98)	16	3/3, P	1.1.	Glt	49 39 46	Dan	98 O.05	Svendborg A. Jensen	C-Ht; ch.frg; sfb; (sal); car. 02.	20.56 67-6	5.59 18-4	2.04 6-8	.....	Rudkjöbing	Capt (à Styрно)	Knbg. 8.07 c.v. 7.05				
132	ALBERT (ex-Altons), Le- meurre. (4.03)	10-6	3/3, P	1.1.	Glt	60 41	Frç	89 re.03	Mahone-Bay (N-S)	Mr-Ht-Sp-P; ch.m-frg; (sal); sfb; re. SS.03.	22.27 73-1	6.60 21-8	2.80 9-3	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.07 c.v. 1.07				
✠ 133	ALBERT, ..... (2.05) Chaland.	I	3/3, I	1.1.	—	15	Frç	05	Dieppe Ambard & Co	A; glv; 3 comp.	12.50 41-0	2.65 8-8	1.07 3-6	.....	.....	Société du Kouiloul Niari	Dp. 2.05				
134	ALBERT, Einmann. (7.98)	3-4	—	—	Glt	189 132	Rss	93 O.99	Kasperwiek Hauke	P; ch.frg; sfb; car. 8.99.	26.75 87-9	7.31 24-0	3.12 10-3	.....	Reval	J. Einmann	Ptb. 01				
135	ALBERT-CESAR, Salun. Moteur aux. (9.06)	12	3/3, P	1.1.	Slp	22 10	Frç	06	St-Malo G. Gautier	C-Or-P; ch.frg; sfb.	12.73 41-10	4.38 14-3	2.27 7-6	.....	Courseuil- les	de Vains (à Bretigny)	St-M. 9.06				

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE (HOAR) SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	Register under deck		GROSS	SHEATHING REPAIRS												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
	136	ALBERT-ROBERT (ex-Mabel-Leighton), Piet. (4.06)	13-2	3/3, G	1.1.	Glt	75 42	Frç	84 O.06	Essex (E-U)	C-PP-P;ch.m-frg; (sal);sfb;rp-car.4.06.	25.19 82-8	6.80 22-4	1.91 6-4	.....	St-Pierre-Miquelon	Frang. Robert	St-P. 4.06			
✦	137	ALBERTA, Kromann. (9.01)	16	3/3, G	1.1.	G3m	170 142 170	Dan	01	Marstal N. Hansen	C-Ht;ch.frg;(sal); sfb.	31.58 103-8	7.66 25-2	3.30 10-10	.....	Marstal	H. Jensen-Ba- ger	Svdb. 4.06 c.v.4.06			
	138	ALBERTA, Klugkist, J. (3.06)	I	3/3, P	1.1.	Tk dv 1m hsc	79 61 70	P-B	99 V.06	Hoogezand E. J. Smit Zo	A-F; G-E; rp-car. 2.06.	24.34 79-10	4.97 16-4	2.12 7-0	.....	Groningue	Capt	Gnj. 2.06			
	139	ALBERTINE, Ossenbrüggen, P. (12.00)	14-4	—	—	Glt	70 49 68	Alm	80 O.01	Ziegenort H. Brüsewitz	C-Ht.ch.frg;sfb; (sal);rp.SS.01;car.12.02.	22.11 72-6	5.56 18-3	2.34 7-7	.....	Hamburg	Capt	Flsb.02			
✦	140	ALBERTINE, Jess, C. (5.91)	13	—	—	Glt	56 48 51	Alm	91 O.98	Seedorf a/R G. Krüger	C-Ht;ch.frg;sfb; (sal);rp-car.8.98.	18.05 59-2	5.07 16-6	2.37 7-10	.....	Rendsburg	Capt	Brth.04			
	141	ALBERTINE, Albertsen. (3.99)	14-4	—	—	Gls	68 59 66	Dan	62 re. 92 O.99	Faaborg P. Dyreborg	C-Ht.ch.frg.sfb;rc. SS.92;grp-car.2.99	21.6 71-0	4.9 16-0	2.66 8-9	.....	Marstal	H. H. Albert- sen	Kngb.01			
✦	142	ALBERTINUS, Hviding. (1.03)	14	3/3, L	1.1.	3mG	298 270 260	Nrw	03	Rosendael K. Skaalören	C-PP-P;ch.m.frg; (sal);d.ft-m.2.00;rp.07.	36.93 121-2	8.40 27-7	3.22 11-7	.....	Stavanger	B. Gundersen & Co	Mauv. 5.07 c.v.5.07			
✦	143	ALBIN, Persson. (4.92)	12-4	—	—	G3m	229 203 220	Sds	77 O.92	Timmernab- ben C. Nilsson	P-C.ch.m-frg.(sal); p.S;d.ft-m.9.90;SS.87.	32.10 105-4	7.35 24-1	3.66 12-0	.....	Helsing- borg	A. Nilsson	Hlsb.92 c.v.92			
	144	ALBION, Brinkworth. (7.06)	13-4	5/6, G	1.1.	Kt	65 58	Ang	70 O.06	Peterhead Carnegie & Mat- thew	C-Or-PP;ch.m-frg;p.n. 02;SS.02;rp-car.6.06.	21.18 69-6	5.82 19-1	2.92 9-7	18	Poole	W. G. Ralls (à Bridport)	Ld. 10.06			
✦	145	ALBION (ex-Salteröd), Ros- vall. (9.95)	13	3/3, L	1.1.	Bq 1 P-B	658 628	Rss	95 O.04	Arendal	P-PP-C.ch.m-frg;(sal); sff.p.r.02;d.ft-m.9.00; rp.07.	47.97 157-5	9.44 31-0	5.49 18-0	.....	Raumo	Laiva O. Y. Albion	Ld. 4.07			
	146	ALBION, Söderlund. (7.07)	10-3	5/6, G	1.1.	Bq 1 P-B	435	Rss	71 O.07	Helsingfors	P;ch.frg;sff.P.07; SS.01;rp-car.9.07.	44.29 145-4	9.91 32-6	5.22 17-2	.....	Nystad	J. F. Söder- lund	Åbo 9.07			
✦	147	ALCACA (ex-Plover), Fanning (9.99)	12-6	—	—	B-G	405 363	Amr	83 O.99	St-Martins (N-B) J. Marr.	Sp-B-C.ch.m-frg.(sal); fb.souff.p.r.98;rp-car. SS.12.90.	40.30 132-4	9.07 29-9	3.96 13-0	.....	Baltimore	Claridge & Woodhall	N-Y.99			
✦	148	ALCYON, Le Chapelain. (12.04)	16	3/3, G	1.1.	Glt	164 126	Frç	04	Kerity Bonne	C-Or-Ht;ch.frg; (sal);sfb;p.S.	31.55 103-6	7.50 24-7	3.63 11-11	.....	Paimpol	Yves Pouhaër	Pmp. 1.07 c.v.1.07			
✦	149	ALCYONE, Chauvel. (6.06)	16-4	3/3, G	1.1.	Glt	154 123	Frç	92 O.01	La Richardais L. Tranchemer	C-Or.ch.frg.(sal); sfb;car.1.07.	31.31 102-8	7.08 23-3	3.48 11-5	.....	Granville	J. Allain	Grv. 1.07			
✦	150	ALDEBARAN (ex-Concordia), Greenwood. (5.06)	I	3/3, L	1.1.	Bq 1 P-B	463 429	Ang	69 V.06	Sunderland Oswald & Co	F; 2 comp; p.n.99; rp.06;car.6.07.	46.00 151-0	8.30 27-3	4.85 15-11	.....	Sydney (N.S.W.)	H. Douglas	Syn. 6.07			

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ALE

Surveillance apéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE	PAVILLON	ANNÉE	PORT	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX	DE CALE	FRANC-BORD	PORT	ARMATEURS	DERNIÈRE VISITE					
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÈEMENT					NOMBRE DE PONTS	Brut									Net	Sous le pont	DE CONSTRUCTION	DOUBLAGE	RÉPARATIONS
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																								
	DATE DU TERME																								
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19								
✠	151	ALDEBARAN ( <i>ex-Martin</i> ), <i>Olsen.</i> (4.07)	12-3	3/3, G	1.1.	Glt	86 76 74	Nrw	89 O.07	Carlshamn <i>D. Anderson</i>	C-P; ch. frg; sfb; <i>(sal); car. SS. 4.10; rp. 07.</i>	22.70 74-6	5.30 17-5	2.66 8-9	.....	Mandal	J. H. Holmer	Chrd. 9.07 c.v. 3.07							
✠	152	ALDEBARAN, <i>Upmal.</i> (9.04) 04-05	11-5	3/3, G	1.1.	G3m	222 197	Rss	93 O.05	Metsil <i>J. Popus</i>	P-C.ch. fr. sfb; <i>(sal);</i> SS.05; rp-car. 10.06	29.50 96-7	7.64 25-1	3.96 13 0	.....	Riga	J. Kilmeier, W. Moritz & C <sup>o</sup>	Lvp. 10.06							
✠	153	ALDEBARAN, <i>Nilsson.</i> (4.06) 94-02	14-3	3/3, G	1.1.	Bq Glt	290 254	Sds	84 O.06	Timmer nab- <i>C. Nilsson</i>	P-C.ch. m-frg; <i>(sal);</i> sfb; rp. 99; car. SS. 4.02.	37.29 122-4	8.33 27-4	3.39 11-1	.....	Brantevik	L. Nilsson	Hlsb. 7.66 c.v. 7.06							
✠	154	ALDO ( <i>ex-Esemplare</i> ), <i>Parma.</i> (7.03) 85-05	15-3	3/3, L	1.1.	Bq 1 P-B	1102 1047 1006	Itl	90 O.03	Sestri-P <i>C. Bozzano</i>	C-Ht-M1-PP; ch. m- frg; d. ft-m. 6.03; rp. SS. 03	56.87 186-7	10.79 35-5	6.74 22-1	.....	Gênes	G. P. Ansaldo	Gn. 12.05							
✠	155	ALDO, <i>Svensson, C. P.</i> (12.05)	12	3/3, G	1.1.	Glt	84 71	Sds	05	Södra-Garn <i>J. Svensson</i>	P-C; ch-frg; <i>(sal);</i> sfb.	24.38 80-0	6.20 20-6	2.20 7-3	.....	Styrsö- Tängo	Capt	Got. 12.05							
.	156	ALEIDA ( <i>ex-Anna-Aleida</i> ), <i>Berntsen.</i> (7.07)	1	3/3, L	1.1.	Bq 1P-B	1115 1035 1065	Nrw	86 11107	Krimpen a/d. <i>Lek. J. K. Smit</i>	F; p. PP; rp. 07; car. 7.07.	66.70 218-10	10.73 35-1	6.32 20-9	54.0 58 1/2	Tvede- strand	P. Christof- fersen	Nt. 7.07							
✠	157	ALERT, <i>Larsson.</i> (12.96)	12-4	—	—	G3m	281 248 238	Sds	79 O.96	Göfse <i>O. A. Brodin</i>	P-C; ch. m-frg; <i>(sal);</i> p. s; d. ft-m. 11.96; rp. SS. 96.	36.58 120-0	8.46 27-9	3.60 11.10	.....	Bergqvara	R. Petersson	Brb. 98							
✠	158	ALERT ( <i>ex-Bengt</i> ), <i>Nordberg.</i> (7.89)	14-3	—	—	Glt	166 147 141	Sds	64 O.89	Elmshorn	C-Ht-P; ch. m-frg; <i>(sal);</i> p. n. 89; grp. SS. 89; d. ft- m. 7.89; rp. 90.	26.64 87-5	6.55 21-6	3.20 10-6	.....	Blidö	A. P. Linder- mark	Ld. 90 c.v. 90							
✠	159	ALERTE, <i>Lemüres.</i> (2.04)	13-6	5/6, G	1.1.	Glt	138 115	Frç	79 O.04	Dunkerque <i>Vancauvenber- ghe</i>	C-Orch. cv-fcg. sfb; <i>(sal);</i> SS. 95; rp-car. 10.00; p. n. 01.	27.8 91-2	6.5 21-4	3.40 11-2	.....	Dunkerque	Gust. Dinoir	Bk. 2.07 c.v. 2.07							
✠	160	ALERTE, <i>Uro.</i> (9.03) 00-04	15	3/3, G	1.1.	Glt	176 132	Frç	03	Nantes <i>Alleau</i>	C; ch. frg; sfb; grp- car. 7.04.	31.15 102-2	7.62 25-0	3.63 11-11	.....	Dahouët	Péniguel	Pmp 01							
.	161	ALEXANDER, <i>Grünwald.</i> 00-03 (8.07)	9-2	3/3, G	1.1.	G3m	301 272	Rss	93 O.07	Kalleten <i>M. Morgenstern</i>	P-C; ch. fr. sfb; <i>(sal);</i> rp-car. SS. 9.07.	35.72 117-2	7.80 25-0	4.01 13-2	.....	Riga	J. & B. Bertling & C <sup>o</sup>	Riga 9.07							
.	162	ALEXANDER, <i>Schultner.</i> 97-05 (8.05)	9-7	3/3, P	1.1.	Glt	119 91	Rss	03	Piteregen <i>Säks</i>	P-C; ch. fr; <i>(sal);</i> sfb; G-E; p. P; rp-car. 10.05	22.24 73-0	6.70 22-0	2.97 9-9	.....	Windau	E. Osoling	Wnd. 10.05							
.	163	ALEXANDER, <i>Böitel, P.</i> (6.99)	8-3	—	—	Glt	109 103	Rss	90 O.99	Kasparwik <i>Anton Justi</i>	P; ch. fr. sfb; car. 6.99.	22.96 75-4	6.86 22-6	2.74 9-0	.....	Reval	A. Besmiss & C <sup>o</sup>	Rvl 99							
✠	164	ALEXANDER-BLACK, <i>Buck.</i> (9.03)	12-3	—	—	Bq	629 575	Ang	91 O.03	Harvey (N-B) <i>G. S. Turner</i>	Sp-B-C-PP; ch. m-fr. <i>(sal);</i> d. ft-m. 8.02; rp. 98.	50.54 165-10	10.64 34-11	4.12 13-4	.....	Dorchester (N-B)	Chas. N. Black	N-Y. 03							
.	165	ALEXANDER-GIBSON, <i>Hol- mes.</i> (9.98)	13-4	—	—	3 m 2 P-B	2194 2121	Amr	77 O.97	Thomaston (Me) <i>E. E. O'Brien</i>	C-PP; ch. m. fr. <i>(sal);</i> SS. 91; d. ft-m. 5.99; p. P. 97. rp. 97.	75.50 247-4	13.00 42-8	9.03 29-7	.....	San Fran- cisco	W. E. Mighell & C <sup>o</sup>	N-Y. 99							

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — STONS — Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TYPE	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND															
	DATE OF TERM																				
	1	2	3			4														5	6

+	166	ALEXANDER-HOLLY, Lewis. ELECTR. (8.96)	I	—	—	Barge 1 P-B	2721 2354	Amr	96	W. Superior Wis. American-Steel Barge Co	A; 3 comp; (Wb. cell.); p.A.	108.51 356-0	14.02 46-0	7.03 26 0	.....	Duluth (Minn)	Bessemer Steamship Co	Chc. 96
+	167	ALEXANDER-T. BROWN, M <sup>c</sup> Kay. (10.03) 03-04	14	3/3, G	1.1. G4m	789 654 672	Amr	03	Ballard (Wash.) Globe Construc- tion Co	P; ch.frg; (sal); sfb.	55.09 180-9	12.25 40-2	4.37 14-4	.....	Seattle (Wash.)	Globe Navi- gation Co	P-T. 04 c.v. 04	
+	168	ALEXANDRE, Le Baron. (10.98)	15-9	—	—	Slp	55	Frç	92 O.99	Dieppe P. Corue	C-Ht-Or.ch.frg;sfb; car.10.03; rp.04.	17.80 58-5	5.90 19-4	2.80 9-2	.....	Boulogne	Pichon-Flou	Ld. 04
.	169	ALEXANDROS (ex-La Pieta), Pateras. (5.06)	—	—	—	Bq 1 P-B	537	Trc	78	Lussinpiccolo	C-PP; ch.m-fr; d.m.	42.22 138-6	9.83 32-3	5.37 17-8	.....	Chios	Pandelis, Pato- rero & Const. Lemos	Mrs. 5.06
+	170	ALEXANDROS (ex-Sevre), Liras. (8.07)	16-3	3/3, L	1.1. Bq 2 P-S	472 397	Trc	90 O.07	Nantes E. Clergeau	C-PP-F.ch.m-frg; sfb; (s'f); d.ft-m. 8.07.	41.32 135-7	8.56 28-1	5.58 18-4	.....	Chios	Const. Liras	Alx. 8 07	
.	171	ALEXANDROS, .....	13-4	—	—	Bk 1 P-B	240	Trc	69 O.95	Fiume	C-Ml.ch.ev-frg.grp SS.95; d.m.6.95.	30.00 98-5	8.00 26-3	4.90 16-2	.....	Constanti- nople	Caralambo Kissouglou	Const.95
+	172	ALF, Rasmussen. (4.03) 80-03	16	3/3, G	1.1. G3m	196 167 186	Dan	03	Rudkjøbing Joh. Boas	C-Ht; ch.frg; (sal); sfb.	34.53 113-4	7.63 25-0	3.42 11-3	.....	Rudkjø- bing	Alfr. Nielsen	Svdb. 3.07 c.v.3.06	
+	173	ALF, Rasmussen. (5.06) —-98	16-6	5/6, G	1.1. B-G	163 144 153	Dan	78 O.06	Nakskov Ridersborg & Trochman	C-Ht-PP; ch.m-frg;sfb; (sal); p.n.00; car.5.06; rp. SS.06.	30.60 100-5	6.50 21-4	3.35 11-0	.....	Marstal	Agent Peter- sen	Hslb. 5.06	
+	174	ALF, Hansen, A. P. (4.96) 84-01	16	3/3, P	1.1. Glt	57 46 58	Dan	96 O.03	Marstal N. J. Jensen	C-Ht; ch.frg;sfb; (sal); car.7.03.	19.56 64-2	5.81 19-0	2.39 7-8	.....	Marstal	Capt	Kngh. 10.05	
.	175	ALFA, Rasmussen. (8.99) 88-99	12	3/3, A	1.1. Bq	296 277	Dan	99 O.05	Figeholm Jacobsson	P-C.ch.m-frg.(sal); d.ft-m.5.05.	39.58 129-11	7.68 25-2	3.66 12-0	.....	Marstal	Agent Peter- sen	Hag. 5.05	
+	176	ALFA, Hansen-Munk, J. 98-05 (2.05)	16	3/3, P	1.1. GLs	36 30 33	Dan	05	Thurø N.P. Petersen	C-Ht; ch.frg; (sal); sfb; p.P.	18.05 59-3	5.12 16-10	1.91 6-3	.....	Svendborg	Capt (à Troense)	Svdb. 2.05	
+	177	ALFA, Eriksson. (4.04) 99-04 Seagoing lighter.	I	3/3, P	1.1. Glt bsc	402 379	Rss	00 V.04	Danzig J. W. Klawitter	A; 3 comp; 1 p. A; car.5.06	45.72 150-0	8.32 27-0	3.73 12-3	.....	Helsingfors	Helsingfors-Ång- fartygs-Actiebo- laget	Hlst. 5.06	
.	178	ALFHILD, Olsson, N. P. (3.00)	11-4	—	—	B-G	197 173 185	Sds	75 O.00	Eckerna Warf A. Ahlberg	P-C.ch.m-frg.sfb;(sal); car; SS.3.00; rp.01.	29.59 97-1	6.96 22-10	3.71 12-2	.....	Råå	Capt	Hslb.01
.	179	ALFHILD, Nilsson. (5.98)	11-3	—	—	Glt	86 77	Sds	83 O.98	Timmernab- ben C. Nilsson	S-C.ch.frg sfb;(sal); SS.98; rp-car.5.02.	25.2 82-8	5.8 19-0	2.60 8-6	.....	Brantevik	T. N. Tufves- son	Oscho2
+	180	ALFHILD, Johannesson, A. J. (3/3, P. 1.1.) (11.01)	12-10	...	...	Ctt	53 31	Sds	01	Eckerna Warf J. O. Johanson	P-C; ch.frg;(sal); sfb.	18.56 60-11	5.20 17-1	2.30 7-7	.....	Skärhamn	Capt & Co	Got. 01

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéciale.	NAVIRES & CAPITAINE			CLASSIFICATION			GRÈSMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR  EN MÈTRES EN PIEDS ET POUCES	LARGEUR  EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE — — —	FRANC BORD — — —	PORT  D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE												
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut Net Sous le pont	ANÉE			PORT	MATÉRIAUX	LONGUEUR	LARGEUR								CREUX	FRANC										
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL				5	6																			7	8	9	10	11	12	13	14	15	16
	DATE DU TERME																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																
✠	181	ALFRED (ex-Cathrine), Weers. (6.05) 90 - 06	13-4	5/6, G	1.1.	Glo Glt	105 85	Alm	78 O.05	Edeweicht Kramer	C-Ht;ch.fr;sf;grp.02; car.SS.6.05;rp.07.	24.80 81-5	5.80 19-0	2.80 9-2	.....	Geeste- münde	W. Schuch- mann	Wes. 7.07																
✠	182	ALFRED (ex-Pocahontas), Collings. (7.06)	13-3	5/6, G	1.1.	Glt	125 100 116	Ang	75 O.00	Odense E. Knudsen	C-Ht;ch.m-frg;(sal);sf; p.S.93;SS.06;gp.03; rp-car.1.00.	28.4 93-2	6.20 20-4	3.11 10-2	.....	Plymouth	Plymouth Mer- cantile Ship- ping Co Ltd	N-C. 7.06																
✠	183	ALFRED (ex-Baucis), Grieu. (12.03)	13-3	3/3, A	1.1.	G3m	364 303	Frç	81 O.03	Lübeck J. Steffen	C-Ht-PP;ch.m-frgp;p.S. (sal);d.ft-m.7.07;SS.03.	39.96 131-2	8.52 27-11	3.51 11-6	.....	Fécamp	Alfred Fri- boulet	Gn. 7.07																
✠	184	ALFRED, Brébant. (8.03)	12	3/3, G	1.1.	Dy	106 69	Frç	03	Paimpol Richard	C-Or-Ht;ch.m-frg; sf.	26.21 86-0	6.72 22-1	3.20 10-6	.....	Gravelines	J. Lecomte	Ok. 2.05																
✠	185	ALFRED-DE-COURCY, Corriat. (1.04) 04 - 06	16	3/3, G	1.1.	Glt	161 127	Frç	04	Paimpol Perrot	C-Ht;ch.frg;p.PP. (sal);sf.	32.46 106-6	7.37 24-2	3.64 12-0	.....	Paimpol	Vve Y. Bahot- de-Launay	Emp. 1.06 C.v.1.06																
✠	186	ALFRED-JEANNE, Hervis. (9.02)	13	3/3, G	1.1.	Glt	183 98	Frç	02	Nantes Alleau	C;ch.frg;sf.	28.30 92-10	6.57 21-7	3.02 9-11	.....	Nantes	Grenet Fils	Vnn. 12.05																
✠	187	ALFRED-KRUPP,.....(9.96) ELECTR.	II	—	—	Barge 1 P-B	3259 3124	Amr	96	South-Chicago Chicago Ship- building Co	A;6comp;G.14 <sup>m</sup> 02; (WB.cell); p. A	107.29 352-0	13.41 44-0	7.93 26-0	.....	Duluth (Minn)	Bessemer Steamship Co	Chc. 96																
.	188	ALFRED-&-MARGUERITE, Clouarec. (5.07)	12-3	5/6, P	2.1.	Dy	58 46	Frç	74 O.07	Honfleur	C;ch.frg;sf;G-B;p.n. 94;grp.02;rp-car.5.07.	18.6 61-0	6.0 19-8	2.49 8-2	.....	Lannion	Sté des Carrières de l'Ouest	St-M. 5.07																
.	189	ALFRED-MARIE, Garnier. (6.04) 02 - 02	12-4	5/6, P	1.1.	Lg	38	Frç	80 O.04	Chantenay	C;ch.frg;(sal);sf;S.A; car,SS.6.04;rp.04.	16.67 54-8	6.31 17-5	2.30 7-7	.....	Noirmou- tiers	Jourdain	B-I. 04																
✠	190	ALFREDE (ex-Aster), Hansen. (4.07)	16-2	5/6, G	1.1.	B-G	192 168 173	Dan	68 O.98	Troense J. Jensen	C-Ht;ch.m-frg;sf;p.P. 88;grp.SS.98;rp.p.06; car.2.07.	32.25 105-10	6.76 22-2	3.66 12-0	.....	Svendborg	Anna K. Jen- sen(àTroense)	Svdb. 4.07																
✠	191	ALICE, ..... (6.92)	12	—	—	Glt Barge	285 248 284	Ang	92	Mahony-Bay (N-S)J.H.Zwickler	Sp-B-P-C;ch.m- frg;(sal);sf;p.Sp.	36.81 120-9	7.87 25-10	3.94 12-11	.....	Sydney (C-B)	TheDominion Coal Co	Wds.92																
✠	192	ALICE. Heurté. P.C.5-5-78 — - 05 (5.06)	II	3/3, I	1.1.	Bq 1 P+Bp	2650 2270	Frç	01 V.05	Rouen Chantiers de Nor- mandie.	A; 2 comp; D. 39 <sup>m</sup> 65; 2 D.30 <sup>m</sup> 86; car.3.07; rp.03.	89.84 294-9	12.54 41-2	7.16 23-6	47 1/2 49 1/2	Le Havre	Cie Havraise deNavigation	Hv. 3.07																
✠	193	ALICE, Aubert (4.05) P.C. 6-85 (4.07)	II	3/3, I	1.1.	3m 1 P+Bp	2700 2192	Frç	01 V.05	Bordeaux Chantiers Mar- times.	A; 2 comp; D. 43 <sup>m</sup> 95; R.12 <sup>m</sup> 55; (r.19 <sup>m</sup> 55); p. A; car.4.07;rp.03.	85.56 280-9	13.38 43-11	6.81 22-4	46 19	St-Nazaire	Sté Générale d'Armement	N-C. 4.07																
✠	194	ALICE (ex-Johann-Adolph), Lebreton. (1.05)	14-4	3/3, I	1.1.	3m B-G	3001 240	Frç	82 O.05	Heiligenhafen	C-Pch.m-frg;(sal);rp. PP.05;rp.SS.04;rp.it. m.1.03.	37.41 122-10	8.30 27-3	4.11 13-6	.....	Granville	Riotteau & fils	Giv. 1.07																
.	195	ALICE (ex-Germaine), La- pique. (10.00) (3/3, G.1.1.) 02 - 04	13	...	..	B-G	144 98 129	Frç	00	Oneglia	C;ch.m-frg;sf; rp-car.6.05.	27.21 89-4	7.20 23-8	3.22 10-7	.....	Nantes	Thubé	Ok. 6.05																

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN METERS	FREE BOARD  SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND	
	DATE OF TERM																				
	1	2	3																	4	5
+	196	ALICE, <i>Aubé, J.</i> (9.03)	13-4	—	—	Glt	111 80	Frç	78 O.03	Paimpol	C-Or.ch.frg.sfb;(sal) p.n.89;rp.89;car.9.03.	25.2 82-8	5.9 19-4	3.31 10-10	.....	Brest	Capt	Fin. 11.06			
.	197	ALICE ( <i>ex-Hattie-Mand</i> ), <i>Coeuré.</i> (2.05)	13-2	—	—	Glt	90 70	Frç	82 O.99	Bath (Me)	C-PP;ch.ev.m-frg; (sal);stb;rp-car.2.99; p.n.03.	25.55 83-10	7.16 23-0	2.41 7-11	.....	St-Pierre- Miquelon	G. Monier (à Bordeaux)	S-M. 3.65 c.v.2.05			
.	198	ALICE, <i>Cajoli.</i> (2.89)	7-2	—	—	Glt	79	Frç	81 O.89	Ile du Prince Edouard	S-O;ch.cv-frg;(sal); d.m.12.86.	23.5 77-0	7.0 23-0	2.42 7-11	.....	St-Pierre Martinique	F.Clerc & C <sup>o</sup> Paul LaRougery	Mtn. 89			
.	199	ALICE, <i>Simon.</i> (4.07)	10-2	5/6, P	1.1	Glt	58 41	Frç	80 O.00	Walhee (N-S)	Sp-B-Ht.ch.m-fr;(sal); sfb;car.00;p.n.00;rp.00; rp-car.4.07.	21.75 71-4	5.97 19-7	2.29 7-0	.....	St-Pierre- Miquelon	Ed. Hardy	St-P. 4.07			
.	200	ALICE, <i>Meybaum, A.</i> 81-98 (10.03)	12-4	—	—	G3m	181 175 162	Rss	95 O.08	Emmast	P.ch.fr;sfb;rp.99; car.3.03.	32.16 105-6	7.36 24-2	3.45 11-4	.....	Narva	Capt	Lbk.03			
.	201	ALICE-AMÉLIE,..... (8.96; (3/3, P, 1.1.)	12	...	..	Glt	45	Frç	96	St-Denis (Réunion)	Bois du pays; ch. frg; d.m.11.00.	20.0 45-7	3.95 13-0	2.18 7-2	.....	St-Denis (Réunion)	Fulgence & C <sup>o</sup>	Tmt.01			
+	202	ALICE-CHARLES,..... (3/3, P, 1.1.) (4.98)	13	...	..	Kt	41 17	Frç	98	Paimpol <i>Laboureur</i>	C-Or;ch.frg; S. A. sfb.	16.21 53-2	5.58 18-4	2.84 9-4	.....	La Rochelle	Masson (à Paris)	Pmp.98			
+	203	ALICE-COOKE, <i>Penhallow.</i> (12.91)	14	—	—	G4m	782 729 694	Amr	91 O.97	Port-Blakeley <i>Hall Bros</i>	P.ch.m-frg;(sal); sfb;p.P;car.1.05;rp.03.	56.53 185-6	11.88 39-0	4.67 15-4	.....	San-Fran- cisco	A. H. Higgins	Hol. 1.05			
+	204	ALICE-ISABELLE, <i>Murgali</i> <i>Pétrole en vrac.</i> (5.07)	1	3/3, L, 1.1. A.&C.P.	1.1.	Bq 2 P	729 577	Frç	94 V.07	St-Nazaire <i>Chantiers de Penhoët</i>	A; 11 comp; D 11m90; G 10m90; R/R 3 m; W/C A 90 t.; 1 p.A; 1 p.PP;grp.02;car.5.07	55.38 181-8	9.64 31-8	5.29 17.5	.....	Sables d'Olonne	H. Prentout-Le- blond & Leroux (à Rouen)	L-R. 3.07			
+	205	ALICE-MARIE, <i>Cloatre.</i> (5.05) P.C. 6-85 (6.06)	1	3/3, L, 1.1. A.&C.P.	1.1.	Bq 1 P + Bp	21.0 189 1947	Frç	01 V.05	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D 17m; R. Gm50 & 12m70; G. 11m80;car.8.07;rp.06.	84.31 276-8	12.20 40-4	6.87 22-6	56 1/2 59 1/2	Dunkerque	Société des Voi- liers Dunker- quois	Av. 8.07			
+	206	ALICE-&-PAUL, <i>Plessix.</i> (12.92)	16	3/3, G, 1.1.	1.1.	Glt	112 108	Frç	92 O.00	La Richardais <i>L. Tranchemer</i>	C-Or;ch.frg;sfb; (sal);rp-car.11.02	31.00 101 9	7.90 26 0	3.52 11-7	.....	St-Malo	La Morue Française	St-M. 3.06 c.v.2.05			
.	207	ALICE-WILLIAMS, <i>Stephens.</i> (11.05)	12-3	5/6, G, 1.1.	1.1.	Glt	132 98	Ang	54 re. 01 O.05	Llanelly	C-PP;ch.frg;sfb;rc car.SS.7.01;rp.05.	24.63 80-10	6.25 20-6	3.61 11-10	25 1/2	Falmouth	Inkerman Tre- gaskes (Par)	Fin. 11.05 c.v.11.05			
+	208	ALIDA, <i>Buisman.</i> (5.04)	1	3/3, G, 1.1. A.&C.P.	1.1.	Klt 1m. 4, bsc.	194 160	P-B	93 V.04	Martenshoek <i>Niester &amp; Veldt</i>	A-E; 2 comp; 4 plt; G.Ep.F;rp.04;car. 1.07.	29.28 82-11	5.88 19-1	2.65 8 9	.....	Groningen	Capt	Rd. 1.07			
+	209	ALIDA, <i>Gustafsson, S.</i> (3/3, P, 1.1.) (6.98)	12	...	..	Glt	72 72 62	Sds	98	Södra Garn <i>J. A. Svensson</i>	P-C;ch.frg;(sal); sfb;car.5.03.	23.00 75 6	5.04 16-6	2.02 6 8	.....	Kannebäck	Capt	Kngb. 33			
.	210	ALIDE, <i>Rosa.</i> 04-05 (9.02)	3	3/3, G, 1.1.	1.1.	G3m	175 133	Rss	02 O.07	Ristna <i>Pitrel</i>	P;ch.fr;(sal);sfb.	29.26 96-0	8.25 27-1	3.88 12-9	.....	Dago- Kertel	Capt	Plm. 2.07 c.v.2.07			

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GÉNÉMENT NOMINER DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	C. DE CALE — EN MÈTRES — EN PIEDS ET POUCES	FRANC EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DÉMIÈRE VISITE													
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																															
	DATE DU TERME																															
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19															
•	211	ALIDE, <i>Kirstein.</i> (5.00)	9	—	—	Glt	148	Rss	00	Uppesgrive <i>Strandveels</i>	P-C; ch.fr; (sal); sfb. rp-car. 3.04.	25.50 83-8	6.88 22-7	3.50 11-6	.....	Riga	K. Abolin	N-C. 1.06														
✚	212	ALINE, <i>Lequimener.</i> (5.06) 85 - 99	14-3	3/3, G	1.1.	Glt	125 99	Frç	83	LaRichardais <i>L. Tranchemer</i>	C-Or.ch frg.sfb;p.n. 06; ss.06; rp-car.2.07.	27.0 88-7	5.9 19-4	3.20 10-6	.....	Paimpol	Capt (à Mesquer)	St-M 2.07														
•	213	ALJUCA ( <i>ex-Reformer</i> ), <i>Gun-</i> <i>dersen.</i> (2.06)	9-3	5/6, *	2.1.	Bq 1 P-B	1092 1039 936	Nrw	74	Tusket (N-S)	S-P-PP.(sal); p.n. 96; grp-S9; sff. p. 02; ss. 96, car. 8.02; rp. 06.	55.31 181-6	10.89 35-9	6.45 21-2	.....	Arendal	T. Thomme- sen & Søn	Ardl 4.07 c.v. 4.07														
•	214	ALKOR, <i>Jørgensen.</i> (6.98)	9-4	—	—	Bk 1 P-B	269 248 241	Nrw	72	Arendal	P-C; ch.m-fr; d.ft- m. 6.98; grp. 98.	35.04 115-0	8.18 26-10	4.01 13-2	.....	Arendal	T. Thomme- sen & Søn	Ardl 98														
•	215	ALKU, <i>Peussa.</i> (8.00) <i>Moteur aux.</i>	6	—	—	1 m	142 83	Rss	00	Björkö <i>J. Toikka</i>	S-P; ch.fr; sfb.	27.73 91-0	6.71 22-0	2.74 9-0	.....	Wiborg	A. Peussa	Wbg 00														
✚	216	ALLEGHENY, . . . . . (16.04) Oil Barge.	I	3/3, G	1.1.	1 m	331 307	Amr	01	Newburgh (N-Y) <i>T.S. Marvel</i>	A; 7 comp.	44.07 144-7	8.23 27-0	2.90 9-6	.....	Port-Arthur (Texas)	J. M. Guffey Petroleum Co	N-Y. 04														
✚	217	ALLHIL, <i>Hilmerts, J. A.</i> (8.04)	12-6	3/3, P	1.1.	G's	63 56	Sds	92	Södra Gärns Warf <i>J.A. Svensson</i>	P-C.ch.fr; (sal); p. P; sfb; rp-car. SS. 7.03.	23.00 75-6	5.30 17-5	2.02 6-8	.....	Agnesberg	H. Johansson	Got. 7.05														
•	218	ALLIANCE, <i>Luce.</i> (4.01)	12-6	—	—	Glt	115 99	Ang	77	Shippegan (N-B)	C-PP-J; ch.m-fr; g; SS. 96; d.m. 6.96.	27.43 90-0	5.91 19-5	3.45 11-4	.....	Chatham (N-B)	Wm Fruing & Co Id (à Jersey)	Plm. 01 c.v. 01														
•	219	ALLIANCE ( <i>ex-Maria</i> ), <i>Ruffet.</i> (1.07)	13-1	3/3, G	1.1.	B-G	238 183	Frç	93	Voltri	C-PP; ch.m-fr; g; d. ft-m. 11.98.	35.71 117-2	7.72 25-4	3.90 12-10	.....	St-Malo	Landry frères	St-M. 1.07 c.v. 1.07														
•	220	ALLIANCE, <i>Lemoigne.</i> (6.94)	10	—	—	Slp	19 14	Frç	94	Paimpol <i>Laboureur</i>	C-S-Ht-Or; ch.fr; g; sfb; S.A; p.S.	12.12 39-9	4.47 14-8	1.82 6-3	.....	Tréguier	Lemoigne & Legoaster	Pmp. 94														
✚	221	ALMA, <i>Hansen.</i> (3.04) 91-04	16	3/3, G	1.1.	G3m	179 153 170	Dan	04	Thurö <i>J.Ph. Jørgensen</i>	C-Ht; ch.fr; g; (sal); sfb.	33.77 110-10	7.60 25-0	3.45 11-4	.....	Svendborg	J. P. Hansen (à Thurö)	Svdb. 8.06														
✚	222	ALMA, <i>Jørgensen, J. C.</i> (3.02) 97-01	16-6	5/6, P	1.1.	Glt	67 57 64	Dan	76	Thurö <i>J. R. Andersen</i>	C-Ht.ch.fr; g; sfb; (sal); SS. 02; car. 8.01.	22.2 72-10	5.2 17-1	2.58 8-3	.....	Marstal	Capt (à Kragnos)	Svdb. 5.06														
•	223	ALMA ( <i>ex-Romp</i> ), <i>Bodo.</i> (2.04)	11-3	3/3, P	1.1.	Kt	88 58	Frç	88	Grimshy	C-Or; ch.m-fr; g; sfb; grp- car. 3.99; rp. 04; p.n. 06.	23.94 78-6	6.71 22-0	3.35 11-0	.....	Dunkerque	L. & G. Gille- by	Dk. 2.66 c.v. 2.06														
✚	224	ALMA, <i>Carlsson.</i> (12.01)	3-4	—	—	Bq 2 P	784 750 695	Rss	75	Kristinestad <i>M. Hannus</i>	P S, ch.m-fr; (sal); rp. SS. 01; d.ft-m. 12.01; rp. 03.	49.50 162-5	9.65 31-10	5.66 18-7	.....	Mariehamn	V. Starck	Cph. 03 c.v. 03														
✚	225	ALMA, <i>Tschakste.</i> (8.07) 90 - 07	12-3	3/3, G	1.1.	G3m	330 290	Rss	93	Ruthern <i>A. Buschman</i>	P-C; ch.fr; g; sfb; (sal); p.P; rp-car. SS. 8.07.	35.54 116-7	7.99 26-0	4.16 13-8	.....	Riga	G. Schnohr (à Pernigel)	Riga 8.07														

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE	FLAG	YEAR	PORT	MATERIALS	LENGTH	BEAM	DEPTH	FREE	HOARD	PORT	OWNERS	LAST																		
	PRESSURE AND DATE			DIVISION	CHARACTER																Register	OF	CONSTRUCTION	SHEATHING	OF HULL	SALT	WATER	OF	REGISTRY	18	19							
	OF SURVEY OF DONKEY BOILER																															under	BUILDERS	REPAIRS	IN FEET AND INCHES	W.N.A.	in	17
	DATES OF CAPTAIN'S CERTIFICATE																																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																				
	226	ALMA, Gutmann. (4.05) 00-03	8-3	3/3, P	1.1.	Glt	162 145	Rss	00	Peddasaar J. Gutmann	P;ch.fr;(sal);sfb; car.4.05	28.54 93-9	7.70 25-3	3.20 10-6	.....	Reval	J. Gutmann	Rvl.	4.05																			
+	227	ALMA, Haglund. (6.96)	13-1	—	—	Bq	249 316 289	Sds	77 O.89	Carlshamn D. R. Anderson	C-P.ch.m-frg;p.S;d.ft- m.9.93;SS.89;(sal);rp. 94.	39.65 130-1	7.96 26-1	3.81 12-6	.....	Härfverö	E. Jansson	Hbg	96 c.v.96																			
+	228	ALMA, Thorsson. (5.99) (3/3, P. 1.1.)	14	...	..	Glt	60 48	Sds	99	Pukavik C. Johansson	C-P;ch.frg;(sal); sfb;rp-car.4.05.	21.80 71-6	5.98 19-8	1.98 6-6	.....	Skillinge	N. P. Thorsson	Klm.	4.05																			
.	229	ALMA-ELISABETH, Jung- claus, J. H. (2.06) 97-03	■	3/3, P	1.1.	Gls	59 33	Alm	98 V.06	Elmshorn J. Thormählen & Co	A; 2 comp; 1 p. A; car.2.06.	19.30 64-4	5.55 18-3	1.84 6-0	.....	Hamburg	Capt (inOberndorf)	Hbg	2.06																			
.	230	ALMA-MARIE, Hansen, L. C. (6.05)	11-3	3/3, G	1.1.	Glt	71 60	Dan	94 O.05	Kohlhoda H. Olsen	P-C;ch.frg;sfb; (sal);p.P;car.SS.6.05.	23.50 77-2	5.80 19-1	2.38 7-10	.....	Marstal	Capt	Got.	6.05																			
.	231	ALMINA (ex-Cato-Poulie), Duarte Ralha. (4.96)	11-4	—	—	B-G	175 164 156	Brs	68 O.96	Veendam K. & J. Wilkens	C-Ht;ch.m;p.n.85;grp. S;d.ft-m.4.96;rp.SS.96.	26.97 88-6	6.20 20-4	3.75 12-4	.....	Pelotas	Alberto Ro- berto Rosa	Lisb.	96																			
.	232	ALMIRANTE, Capmany. (8.03) (3/3, A. 1.1.)	10	...	..	G3m	162 182	Mxc	03	Campêche J. Matos	Bois dur-P;ch-frg; d.m.03.	30.48 100-0	9.75 32-0	2.23 7-4	.....	Campêche	D. Diégo & Co	Mob.	03																			
+	233	ALOHA, Dabel. (2.92)	14	—	—	G4m	815 42 729	Amr	91 O.98	Port-Makeley Hall Bros	C-P;ch.m-frg;(sal); sfb.car.8.00.	58.01 190-4	12.24 40-2	4.60 15-1	.....	San-Fran- cisco	Williams, Di- mond & Co	Hnl.	11.05 c.v.04																			
.	234	ALPHA, Hansen, J. A. (3.06) 86-00	14-3	5/6, G	1.1.	Glt	97 84 95	Dan	66 O.00	Marstal J. Bager	C-Ht.ch.frg;sfb;p.P. n.00;grp.SS.00;rp-car. 11.05.	23.3 73-2	6.2 20-4	3.17 10-5	.....	Aalborg	Capt	Svob.	2.06																			
+	235	ALRANA, Eriksen. (4.85)	12	—	—	Bq 1 P-B	406 379 352	Nrw	85	Arendal Olsen	C-PP-P.ch.m-frg;p. P;(sal);d.ft-m.4.89.	38.51 126-4	9.44 31-0	4.31 14-2	.....	Laurvig	Chr. Nielsen & Co	Hbg	91																			
+	236	ALSACE, Kerisit. (7.00)	14-6	—	—	Kt	62 39	Frç	92 O.00	La Richardais Legobien & Parnet	C-Or;ch.frg;sfb; car.7.00.	21.18 69-6	5.86 19-3	2.67 8 10	.....	Quimper	Capt	Bx	2.05 c.v.02																			
.	237	ALSACIENNE (ex-Wigwamer), Guillois. (1.03)	9-8	3/3, P	1.1.	Glt	55 30	Frç	02	Exploits Bay	Sp-P-Mr-Ep;ch.m- frg;(sal);sfb.	22.37 73 5	6.28 20-7	2.43 8 0	.....	St-Pierre- Miquelon	Ed. Bidet	St-P.	12.06 c.v.12.06																			
+	238	ALTA, Albertsen. (9.06)	16	3/3, P	1.1.	G3m	70 57 65	Dan	06	Stubbekj- bing O. Hansen	C-Ht;ch.frg;(sal); sfb.	23.96 78-9	6.09 20-0	2.28 7-6	.....	Marstal	O. H. Petersen	Cph.	9.06																			
.	239	ALTAVELA (ex-Colombo), Melsom. (7.04)	■	3/3, L	1.1.	Bp 2 P-B	1220 1157 1171	Nrw	68 V.04	Port Glasgow R. Duncan & Co Ld	F; 2 comp; D. 9m 70; G. 10m 30; car. 10.00; rp. 07.	70.22 230 5	11.05 36-3	6.81 22-4	.....	Christiania	Aktieselskabet « Altavela » (J. Johanson & Co)	Glsq.	7.07																			
.	240	ALTAR, Dini. (10.97)	■■■	—	—	Bq 2 P	1288 1199 1184	Itl	64 V.97	Liverpool Jones, Quiggin & Co	A; 2 comp; D. 14m 92; R. A. 10m 66; G. 8m 2p; P; rp-car. 5.95.	63.83 209-5	10.97 36 0	7.16 23-6	.....	Gênes	Bucelli & J. Loero	P-T.	00																			

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3																
						4													
7	8	9	10	11	12	13	14	15	16	17	18	19							
•	256	AMANDA, <i>Ahlström.</i> (4.00)	11-6	—	—	Glt	89 85	Sds	90 O.00	Timmer- nab- ben <i>C. Nilsson</i>	C-P.ch.m-frg;(sal); p.n.00;car.99;SS.00.	18.50 60-8	4.80 15-9	1.85 6-1	.....	Oskars- hamn	E.Lindström	Kngh.02	
•	257	AMANDA-&-ELISABETH, ..... (11.90)	14-2	—	—	Bq 1 P-B	376 364 829	Brs	66 ro.77 O.90	Kiel	C-Ht-PP.ch.m-frg.p.S. 77;d.ft-m.10.89;rc.SS. 77;(sal);rp.84.	41.42 135-11	8.84 29-0	4.47 14-8	.....	Rio-Janei- ro	K. Valais (à Santos)	Hbg.90 c.v.90	
•	258	AMARANT ( <i>ex-Amaranth</i> ), <i>Kyhn.</i> (8.91)	11-4	—	—	Bk	255 232 230	Dan	52 ro.74 O.91	Uekermünde <i>L. Wittenberg</i>	C.ch.frg.sfb;p.n.74 car.6.93;rp.91.	29.18 95-9	8.37 27-4	4.18 13-9	.....	Rönne	K.M. Hintze	Dz. 93	
✦	259	AMARANTH, <i>Bowes.</i> (10.01)	14	3/3, G	1.1.	B-G 4m	1109 1062	Amr	01	Benicia (Cal.)	P;ch.m-frg;(sal); sfb;rp-car.6.03.	63.70 209-0	12.80 42-0	5.49 18-0	.....	San-Fran- cisco	N. Andrews	S-f. 6.05 c.v.6.05	
✦	260	AMAZON, <i>Lewis.</i> (6.97)	1	—	—	Barge 1 P-B	3599 3321	Amr	97	Chicago Ship- building Co Chicago (Ill.)	A: 3 comp;D;R.R;R. A.(VB cell.); 1 p.A.	114.60 376-0	14.02 46-0	7.93 26 0	.....	Fairport (Ohio)	Jas. Corrigan	Chc. 97	
✦	261	AMAZON, <i>Oraff.</i> (2.02)	14	3/3, G	1.1.	Bq4m 1 P-B	1167 1105	Amr	02	Benicia (Cal.) <i>M. Turner</i>	P;ch.m-frg;(sal); sfb;rp.07.	63.70 209-0	12.80 42-0	5.79 19-0	.....	San-Fran- cisco	R. Hill.	S-f. 3.07 c.v.3.07	
•	262	AMAZONA ( <i>ex-Teresina</i> ), <i>Lojo.</i> (2.00)	12-3	—	—	B 63m 1 P-B	461 449	Esp	67 O.00	Sestri-P	C-MI-PP.ch.ev.p.n.84; grp.SS.00;d.ft-m.2.00.	39.18 128-7	8.87 29-1	5.34 17-7	.....	Barcelone	Vda de F.Bar- reras Centrech	Card00	
✦	263	AMAZONE, <i>Pehrsson.</i> (8.96)	15-5	—	—	Bk	330 272	Sds	76 O.96	Brake <i>F. Nicolai</i>	C-Ht-PP.ch.m-frg;p.S. SS.90;(sal);rp.95;d.ft-m. 8.96;rp.95.	37.95 124-6	8.77 28-9	4.11 13-6	.....	Brantevik	P. Ingvarsson	Hrtl.98	
✦	264	AMÉDÉE, <i>Romain.</i> — - 04 (3.05)	16-3	5/6, G	1.1.	Glt	130 94	Frç	78 O.05	Granville <i>L. Julienne</i>	C-Or.ch.frg.sfb;(sal); p.n.91;rp.87;car.3.03.	27.3 89-7	6.1 20-0	3.20 10-6	.....	Cancale	J.M.Lehoerff	St-M. 3.05 c.v.3.05	
•	265	AMÉDÉE, <i>Brevault.</i> (4.06)	9-2	5/6, P	1.1	Glt	50 32	Frç	87 O.05	Grand-Bank (T.N.)	Sp B-Ht-M;ch.m-fr; (sal);sfb;p.n.01;rp-car. 12.05.	20.32 66-8	5.73 18-10	2.46 8-1	.....	St-Pierre- Miquelon	La Morne Française	St-P. 12.05	
✦	266	AMELIA, <i>Houe.</i> 02 - 02 (7.94)	13	—	—	Glt	99 85 96	Dan	94 O.01	Sølvborg <i>C. Johansson</i>	C-P;ch.frg;sfb; (sal);rp.07;car.4.01	26.60 87-4	6.80 22-4	2.16 7-1	.....	Lemvig	A. Petersen	Hbg. 6.07 c.v.6.07	
✦	267	AMELIA, <i>Leport.</i> (5.97)	15-4	—	—	Glt	129 90	Frç	71 O.97	Nantes <i>Sevestre</i>	C.ch.frg.sfb;SS.85; rp-car.6.97.	23.80 78-1	6.58 21-7	3.40 11-2	.....	Nantes	P. Ch. Grenet	Dk. 99	
•	268	AMELIA ( <i>ex-Colomba</i> ), <i>Ber- tana.</i> (5.06)	13-1	—	—	B-G 1 P-B	130 124	Itl	76 O.04	Limite	C-P;ch.m-frg;d.ft- m.5.00;rp.00	24.95 81-10	7.95 26-1	4.00 13-2	.....	Livourne	G. Nencioli	Lvn. 5.06 c.v.5.06	
✦	269	AMELIA, <i>Lundgren, J. P.</i> (5.02)	12	3/3, G	1.1.	Glt	130 111	Sds	02	Oscarhamn <i>C. Thorén</i>	P-C;ch.frg;(sal); sfb;rp-car.4.03.	27.74 91-0	6.38 20-11	2.67 8-9	.....	Skillinge	Capt	Cfm. 10.05	
✦	270	AMÉLIE, <i>Kernaouet.</i> (5.97) 05 - 05	13	3/3, P	1.1.	Dy	50 38	Frç	97 O.06	Paimpol <i>Laboureur</i>	C-Or.ch.frg;sfb; car.4.01.	17.80 58-5	5.77 18-11	2.63 8-7	.....	Tréguier	Vve Lemar- chand	Pmp. 6.06 c.v.6.06	

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AMI

Surveillance spec.	NAVIRES & CAPITAINES		CLASSIFICATION			GRÈVEMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE												
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION DE TERME	COTE																										
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																													
	DATE DU TERME																													
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19													
• 271	AMÉLIE, <i>Leclaire</i> . (12.06)	12-4	5/6, P	1.1.	Slp	— 27 18	Frç	65	Jersey	C-Or-PP;ch.m-frç;sfb; p.n.02;car.04;rp.SS.06.	15.35 50-4	4.62 15-2	2.31 7-7	.....	Perros- Guirec	J. Guégan	Chb. 12.06 c.v.12.06													
• 272	AMÉLIE-JULIA,.....(1.03)	9-3	—	—	Glt	— 50 80	Frç	84	Prince Edward Island	Sp-Ht-M <sup>e</sup> E;ch.m.fr; (sal);sfb;p.n.97;grp.97; car.10.98;rp.03.	17.35 57-0	5.45 17-11	2.49 8-2	.....	St-Pierre- Miquelon	A. Grézet	St-P. 1.05 c.v.1.05													
• 273	AMERICA, voir aussi AMERI	KA.																												
✠ 274	AMERICA, <i>Gibson</i> . (11.86)	15-6	—	—	3 m 3 P	— 2054 1909	Amr	74	Quincy G. Thomas	C-PP-Hk.ch.m-frç;p.P. & PP;d.ft-m.5.87; sal; grp.87;rp.90.	70.96 232-10	13.13 43-1	8.54 28-0	.....	San-Fran- cisco	Pacific Pack- ing Co	S-F. 90 c.v.90													
✠ 275	AMERICA, <i>Ferola</i> . (10.06)	15-4	5/6, A	1.1.	Bq P-B	— 711 694 648	Itl	77	Castellamare M. Trambarulo	C-P.ch.m-fr;d.ft. m.9.02;SS.02;rp.07.	47.27 155-1	10.20 33-6	6.13 20-1	.....	Livourne	Luigi Ottina	Lvn. 6.07 c.v.6.07													
• 276	AMERICA (ex-Beira), <i>Ança</i> . (3.04)	I	3/3, L	1.1.	Bq 1 P-B	— 769 757 761	Ptg	75	Liverpool R. & J. Evans	F; 2 comp; 1 D. 13m71; G. 6m40;rp-car.2.05.	57.70 189-4	9.57 31-5	5.89 19-4	.....	Oporto	Glama & Marinho	Card. 2.05													
✠ 277	AMERICANA, <i>Lindholm</i> . (9.02)	I	—	—	G4m	— 901 839 809	Amr	92	Grangemouth Grangemouth Dockyard Co	A; 2 comp; 1 D. 1m83;D 5m80; 1 D. 2m43;R.N 9m85;G. 7m01;p.P;rp. 97;car.9.02.	62.33 204-6	12.87 41-2	4.75 15-7	=====	San-Fran- cisco	Pacific Ship- ping Co	S-F. 02													
• 278	AMERIKA, voir aussi AMERI	CA.																												
✠ 279	AMETE, <i>Simonsen, Cl. J.</i> 93-05 (12.04)	15-4	3/3, L	1.1.	G3m 1 P-B	— 305 264 264	Dan	82	Fanø S. Abrahamsen	C-Ht-PP.ch.m-frç. (sal);d.ft-m.2.05;rp. SS.05.	37.20 122-0	7.70 25-3	4.11 13-6	.....	Marstal	Capt	Chit. 10.06 c.v.10.06													
• 280	AMETHYST, <i>Tope</i> . (9.06)	II	3/3, A	1.1.	Kt	— 66 79 95	Ang	85	Middlesbrø Raylton Dixon & Co	F; 3 comp;alg.97; car.9.06.	25.75 84-6	5.94 19-6	2.97 9-9	17 1/2	Yarmouth	Plymouth Merc- antile Ship Co (J.N. Davis & Co)	Plm. 9.06													
✠ 281	AMI, <i>Christensen, C. H.</i> 93-05 (8.05)	16	3/3, G	1.1.	3mG	— 80 66 75	Dan	05	Marstal N. Hansen	C-Ht;ch.frg;(sal); sfb;p.P.	24.48 80-4	6.43 21-1	2.45 8-0	.....	Marstal	Capt	Kngh. 9.07													
• 282	AMIRAL-AVELLAN,..... (11.99)	3-4	—	—	Kt	— 57 22	Frç	91	Gravelines Collin	C-Or;ch.frg;sfb; rp-car.10.99.	16.57 54-4	5.29 17-4	2.35 7-9	.....	Gravelines	Maniez- Martin	Dk. 99													
✠ 283	AMIRAL-CÉCILLE, <i>Gautier</i> . P.C. 6-85 (5.07)	I	3/3, L	1.1.	3m 1 P+B	— 2695 2283	Frç	02	Rouen Chantiers de St-Nazaire Pen- hoët	A; 2 comp; D 41m50; R.13m50;G.15m;rp. 04;car.4.07.	36.20 282-10	13.14 44-1	6.91 22-9	48 1/2 51 1/2	Nantes	Sté Nouvelle d'Armement	Glsg. 5.07													
• 284	AMIRAL-COUBBET, <i>Brullé</i> . (10.06)	11-3	5/6, P	1.1.	Slp Dy	— 89 09	Frç	85	Fécamp	C-Or;ch.frg;sfb;p.n. 94;grp.95;rp-car 11.02;SS.06.	23.76 78-0	6.39 21-0	3.05 10-0	.....	Dunkerque	V <sup>re</sup> A. Bellais	Dk. 2.07 c.v.2.07													
✠ 285	AMIRAL-COUBBET, P.C. 6-85 (5.05) Charrier. (4.04) 04-05	I	3/3, L	1.1.	Bq 1 P+B	— 2223 1969	Frç	00	Nantes Chantiers Nantais	A; 2 comp; D. 16m50;R. R. 5m25;R. N. 1m60; G. 12m;rp.04;car.6.07	84.71 278-0	12.37 40-7	6.89 22-7	58 61	Nantes	Sté des Voiliers Nantais	Qst. 6.07													

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS																										
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM					IN METERS IN FEET AND INCHES																										
1	2	3	4	5	6															7	8	9	10	11	12	13	14	15	16	17	18	19
+	286	AMIRAL-DE-CORNULIER, P.C. 8-114 (5.07) Bidon. (9.04) 95-04	1	3/3, L	1.1.	B	2311 1750 1962	Frç	00	Nantes	A; 2 comp; D. 16m50; R. R. 5m25; R. A. 12m30; G. 12m; car. 5.07; rp. 07.	34.71 278-0	12.37 40-7	6.89 22-7	58 61	Nantes	StédesVoiliers Nantais	Hv. 5.07														
+	287	AMIRAL-GERVAIS, Lenoir. (3.02)	13	3/3, L	1.1.	3m B-G	250 298	Frç	02	St-Malo Chantiers de Cons- tructions Navales	C-Or; ch.m.frg; d.m 3.02.	38.20 125-4	8.76 28-9	3.94 11-11	.....	St-Malo	Gilbert Jeune fils (à Avranches)	Giv. 3.07 c.v. 3.07														
+	288	AMIRAL-HALGAN, Allée. P.C. 8-114 (7.07) 05-06 (4.05)	1	3/3, L	1.1.	Bq 1 P+Bp	2114 1946	Frç	00	Nantes	A; 2 comp; D. 16m50; R. R. 5m25; R. A. 12m30; G. 12m; rp-car. 7.07.	34.71 278-0	12.37 40-7	6.89 22-7	58 61	Nantes	StédesVoiliers Nantais	Lvp. 7.07														
+	289	AMIRAL-LAFONT, Plus- quellec. (5.99) 06-06	16	3/3, G	1.1.	Glt	109 51	Frç	99	Paimpol Y. Pilvin	C-Or; ch.frg; (sal); sfb; car. 5.06.	26.32 86-4	6.92 22-8	2.94 9-8	.....	Tréguier	V <sup>e</sup> Kerbrat	Lisb. 1.07														
+	290	AMIRAL-LHERMITTE, Brulé. (3.02)	16	3/3, G	1.1.	Glt	153 121	Frç	02	Dunkerque Ch. Ecotin	C-Or; ch.cy.frg; (sal); sfb.	30.44 99-10	6.92 22-8	3.67 12-0	.....	Dunkerque	Georges Cor- tier	Gk. 2.06 c.v. 1.06														
+	291	AMIS-RÉUNIS, Bazin. (7.06) 89-97	14-3	3/3, P	1.1.	Ctt	68 56	Frç	83 O.06	Nantes Alleau & Aubert	C-PP.ch.frg.sfb; SS.97; rp-car. 7.06.	22.0 72-2	6.2 20-4	2.46 8-1	.....	Ars-en-Ré	Loix	L-R. 7.06														
.	292	AMITIÉ, Lesquel. (10.06)	12-4	5/6, G	1.1.	B-G	120 92	Frç	78 O.00	Fécamp	C-Or; ch.frg. (sal); sfb; grp. 91; SS.00; rp-car. 10.06.	25.1 82-4	7.0 23-0	3.13 10-3	.....	Vannes	Ducroquet	B-I. 10.06														
+	293	AMKEA, Buss. Joh. (3.99) 94-99	14	3/3, P	1.1.	Glo dv	61 51 54	Alm	99 O.06	Hammelwarden J. F. Strenger	C-Ht; ch.frg; sfb; rp-car. 1.06.	20.68 67-10	5.18 17-0	2.04 6-8	.....	Emden	Capt	Svdb. 1.06														
.	294	AMODEO (ex-Alimuri), Amo- deo. (8.87)	13-6	—	—	G 3m 1 P-B	360 348 342	Itl	72 O.92	Alimuri F. S. Mauro	C-PP-P; ch.m.frg; p.P; rp.SS.87; d.ft-m. 8.87.	37.98 124-7	8.23 27-0	5.41 17-9	.....	Trapani	A. Amodeo	Gn. 92														
+	295	AMOR, Rasmussen. (12.04) 72-94	16-4	3/3, G	1.1.	B-G	196 173 198	Dan	79 O.01	Marstal J. J. Bager	C-Ht. ch.frg.sfb; p.n.01; (sal); grp.SS.01; car. 3.07.	30.85 101-3	7.42 24-4	3.47 11-5	.....	Marstal	H. R. Hansen	Svdb. 3.07														
.	296	AMOR, Hansen, H. N. (5.89)	12	—	—	Gls	48 26 41	Dan	89 O.95	Fjellebro F. Hoffmann	C; ch.frg; sfb; rp. 91; car. 9.95.	17.39 57-0	4.87 16-0	2.13 7-0	.....	Marstal	Capt	Svdb99														
.	297	AMOR, Tursk. (9.02)	8	3/3, G	1.1.	Glt	97 82	Rss	02 O.07	Ristna P. Laur	P; ch.fr; (sal); sfb; car. 6.07.	25.30 83-0	7.01 23-0	2.64 8 8	.....	Kertel	M. Aljas & C <sup>o</sup>	Rvl. 6.07														
.	298	AMOR, Pettersson. (9.89)	10-6	—	—	B-G	167 149	Sds	80 O.90	Oscarshamn	P-C.ch.m.frg; d.ft- m. 6.90; SS.90.	29.00 95-2	6.58 21-7	3.35 11-0	.....	Skillinge	P. E. Petters- son	Hv. 93														
+	299	AMORA, Andersson. (11.99)	12	3/3, P	1.1.	Glt	75 64 70	Sds	99 O.05	Kolboda H. Olsen	P-C; ch.frg; (sal); sfb; car. 10.05.	22.00 72-2	4.97 16-4	2.33 7-8	.....	Köpstadsö	Capt	Got. 10.05														
+	300	AMPHITRITE, Turbatet. (6.02)	14	3/3, G	1.1.	Dy	166 129	Frç	02	Fécamp	C-Or; ch.frg; (sal); sfb.	29.52 96-10	8.17 26-10	3.50 11-6	.....	Fécamp	Paul Glace	Fcp 4.07														

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

AND

NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALLE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net													
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL  DATE DU TERME																					
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
• 301	AMPHITRITE (ex-M.-I.-Crosby), <i>Nouazé</i> . (1.06)	9-3	3/3, G	1.1.	Glt	76 43	Frç	96 O.05	La Have (N-S)	Sp-Ht-P-M.ch.m-frç; (sal);sfb;car.12.04;rp.05	25.86 84-10	6.80 22-4	2.97 9-9	.....	St-Pierre-Miquelon	A. Grézet	St-P. 12.05 c.v.12.05				
• 302	AMPHITRITI, <i>Lyra</i> . (9.98)	12-2	—	—	Bk 1 P-B	195	Gre	76 O.98	Galaxidi	C-P;ch.ev-frç;sfb;p.P. 89;grp-car.SS.9.98.	32.40 106-4	7.00 23-0	4.45 14-7	.....	Patras	Georgiou Pappapetro	Alx. 98				
• 303	AMY, <i>Haynes</i> . (6.06)	13-6	5/6, G	1.1.	B-G	183 145 181	Ang	68 O.06	Teignmouth	C-Or-PP;ch.m-frç;sfb; (sal);p.n.01;grp-car. SS.6.06.	31.22 102-5	7.19 23-7	5.03 16-6	27 30	Plymouth	W.C. Phillips (St-Austell)	Flm. 6.06				
• 304	AMY, <i>Bowden</i> . (1.07)	12-4	5/6, G	1.1.	Glt	124 98 182	Ang	70 O.07	Banff Watson & Co	C-Or-M1-PP;cg.m-frç; sfb;p.PP.96;rp-car.SS 1.07.	26.21 86-0	6.28 20-7	3.50 11-6	21 1/2 24 1/2	Fowey	Mrs. J. Will- cock	Pim. 1.07				
• 305	AMY, <i>Hansen</i> . (4.04)	13-3	—	—	Kt	77 70	Nrw	79 O.04	Grimsby	C-P;ch-m.frç;sfb; rp-car.SS.3.04.	22.09 75-1	5.78 19-0	3.16 10-4	.....	Mandal	Oluf Lohne	Chrt 04				
✦ 306	AMY-TURNER, <i>Warland</i> . (12.01)	13-6	3/3, A	1.1.	Bq 2 P	991 901	Amr	77 O.01	East-Boston Smith & Towns- end	C-PP-Hk;ch.m-fr.(sal); SS.91; d.ft-m.11.01;rp. SS.01.	53.04 174-0	10.76 35-4	6.58 21-7	.....	San-Fran- cisco	J. Greig & Co	S-F. 1.05 c.v.03				
• 307	AMYALANE (ex-Amy-A.-Lane), <i>Flaglund</i> . (6.05) 75-03	12-4	5/6,*	2.1.	Glt	425 374	Sds	65 O.05	Searsport (Me)	C-B-Or-PP;ch.m-frç; sfb;p.n.85;rp-car.SS. 7.05.	36.88 121-0	8.45 27-9	5.06 16-7	.....	Wisby	H. Flint	Wes. 7.05				
• 308	ANA-&GERTRUDIS (ex-Modes- ta), <i>Lledo</i> . (1.92)	12-4	—	—	Ple	197 185	Esp	54 O.92	Lloret	C-Ml;ch.m;rp.87; d.m.1.92.	25.40 83-5	7.00 23-0	3.90 12-10	.....	Barcelone	J. Pineda & Co	Brc. 92				
✦ 309	ANAïs, <i>Potier</i> . (10.99)	13-6	—	—	Glt	130 98	Frç	79 O.07	St-Malo F. Gautier	C-Or.ch.frç;sfb;(sal); SS.99;p.n.03;car.1.07; rp.03.	26.00 85-4	6.00 19-8	3.35 11-0	.....	St-Servan	Huet & O'Rorke	St-M. 1.07				
✦ 310	ANAKONDA, <i>Madsen</i> . (11.06)	I	3/3, L A.&C.P.	1.1.	Bq 2 P	1483 1393 1820	Alm	89 V.06	Kiel GermaniaWerft	F: 2 comp; D.14m. G.8m;p.P;rp-car.11.06.	71.62 235-0	11.61 38-1	6.68 21-10	.....	Hamburg	Ed.Holtzapfel	Hbg 11.06				
• 311	ANASTASIA, <i>Tourou, Ah</i> . (10.04)	13-3	3/3, P	1.1.	Glt	80 65	Tre	82 O.04	Syra	C-P;ch.m-fr;d.m. 8.01;rp.04.	24.00 78-9	6.30 20-8	4.50 14-9	.....	Adalia	Capt	Alx. 04 c.v.04				
✦ 312	ANASTASSIS (ex-Sebastiano- Campisi), <i>Caravitis</i> . (4.07)	13-3	5/6, M	1.1.	Bq 1 P-B	287 228	Gre	74 O.07	Méans	C;ch.m.frç;SS.02; grp.99;d.ft.z.4.02.	31.30 102-8	7.30 24-0	4.33 14-2	.....	Santorin	Katsoulakos	Pir. 4.07				
• 313	ANATOLI, <i>Frangos</i> . (2.01)	12-3	—	—	Bk 1 P-B	206	Tre	85 O.01	Partheni	C-P;ch.m-frç;car. bitume 2.01;rp.02.	20.40 66-7	7.20 23-8	5.05 16-7	.....	Samos	Petros D. Siris (Vathy)	Smn.04				
✦ 314	ANCONA, <i>Robbins</i> . (10.01) P.C.	I	—	—	Bq 4m 2 P-A	2852 2570 2840	Ang	93 V.01	Greenock Russell & Co	A;5comp;awningd;RA 5m48;R.R.5m18;(WB; caleM.1300t.);lp.A;lpP car.10.01.	85.39 280-2	13.61 44-8	7.01 23-0	==	Liverpool	Lang & Ful- ton	Card.01				
✦ 315	ANDERS (ex-Emma-Bauer), <i>Andersson</i> . (3.05) 05-05	II	3/3, G	1.1.	Bq 1 P-B	536 196	Sds	68 V.05	Sunderland	F: 2 comp; rp-car. 9.07.	48.77 160-0	8.60 28-2	5.25 17-2	.....	Helsing- borg	A. Nilsson	N-G. 9.07				

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER		RIG	NUMBER OF DECKS				GROSS — Register under deck	SHEATHING — REPAIRS							
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
+	316	ANDORA, <i>Henderson</i> . (6.93) CLAYTON APP.	I	—	—	3 m 2 P	1720 1670 1592	Ang	81 V.93	Stockton <i>Richardson Duck &amp; Co</i>	F; 2 comp; p.P. & Sp; rp-car. 10.93.	76.50 251-0	11.90 39.1	7.33 24-1	60 63	Liverpool	E. & W. Ro- berts	Lvp. 93		
+	317	ANDORINHA, <i>Nicholas</i> . (9.92)	I	—	—	4 m 2 P	8440 3264 3198	Ang	92	Sunderland <i>W. Pickersgill &amp; Sons</i>	A; 2 comp; D. 12m50; R. R. 4m27 R. 8m54 R. N. 13m41; G. 11m27; 2 p.A.	105.66 346-8	14.07 46-2	7.75 25-5	.....	Swansea	S. Goldberg & Sons	Clet. 97		
+	318	ANDRÉ-THÉODORE, <i>Le Gall</i> P.C. 8-85 (4.07)	I	3/3, L	1.1.	3 m 1 P + 8p	2782 2418	Frç	02 V.07	Rouen <i>Chantiers St-Na- zaire-Penhoel</i>	A; 2 comp; D. 41m50; R. 13m50; G. 15m; rp. 05; car. 4.07.	86.20 282-10	13.44 44-1	6.99 22-11	49 52	Nantes	Bureau frères & Baillergeau	Blf. 4.07		
+	319	ANDREA (ex-Duchesse-Anne), <i>Johannesen</i> . (1.06) 6-85 (12.05) — - 03	I	3/3, L	1.1	Bq 1 P-B	1321 1114	Nrw	91 V.06	Nantes <i>A. Dubigeon</i>	A; 2 comp; D. 11m20; R. N. 9m80; G. 12m20; p.P.P; rp. 06; car. 9.07.	73.61 241-6	10.72 35.2	6.18 20-3	51 54	Farsund	G. C. Brøvig	Rd. 9.07		
+	320	ANDREA (ex-Maria-Stoneman), <i>Brandtman</i> . (7.91)	11-4	—	—	Bq 1 P-B	970 848	Sds	73 O.91	Shelburne (N-S) <i>P. Young</i>	Sp-B-Ht-C-Ht-P; sff. ft. Sp. 5.89; (sal); SS. 91; ½ p.n. 91; rp-car. 9.93.	52.80 173-3	9.70 31-10	6.52 21-5	.....	Cimbris- hamn	S. M. Bjørke- gren	Rd. 9.07		
+	321	ANDREA-DORIA, <i>Tomei</i> . (4.95)	16	3/3, G	1.1.	B.G 2 P	168	Itl	95 O.07	Viareggio <i>F. Celli</i>	C-ch.m. frg; 2 p.P; d.t.t.m. 10.05; rp. 05	29.90 98-2	7.10 23-4	4.00 13-1	.....	Livourne	A. Tomei	Lvn. 10.05		
+	322	ANDREAS (ex-Attivo), <i>Nicolao</i> . (6.06)	13-1	—	—	Bq 2 P-H	645 620 638	Tre	77 O.02	Cassano <i>F. de Rosa</i>	C-P; ch.m-fr; <i>hurric</i> ; d.t.t.m. 8.02; SS. 98; rp. 02.	45.30 148-8	9.30 30-6	6.45 21-2	.....	.....	Georges Milemas	Blf. 12.06		
+	323	ANDRÉE, <i>Cabon</i> . (3.07) 92-99	13-6	3/3, P	1.1.	Kt	96 78	Frç	91 O.07	La Richardais <i>L. Tranchemer</i>	C-Or; ch.frg; sfb; car. 1.05; rp. SS. 07.	24.50 80-5	6.36 20-10	2.97 9-9	.....	Lannion	Capt	Ok 3.07 c.v. 3.07		
+	324	ANDRÉE, <i>Cren</i> . (5.00)	13	3/3, P	1.1	Dy	42 25	Frç	00	Nantes <i>Bliveau</i>	C; ch.frg; sfb; car. 12.05.	18.02 59-2	5.05 16-7	2.15 7-1	.....	Belle-Ile	Bertier & Cren	B-I. 12.05		
+	325	ANDRETA, ..... (8.91)	I	—	—	3 m 2 P	1755 1635 1610	Itl	83 V.91	Stockton o/T. <i>Richardson, Duck &amp; Co</i>	F; 2 comp; p.P; rp; 87; car. 8.91.	77.35 253-1	11.90 39-0	7.30 24-0	==	Gênes	V. Bertolotto	Card. 91		
+	326	ANE, voir aussi ANNA, ANNE.																		
+	327	ANE, <i>Jørgensen</i> . (11.95) 04-04	16	3/3, G	1.1.	G3m	153 131 145	Dan	95 O.04	Thurø <i>J. Ph. Jørgensen</i>	C-Ht; ch.frg; sfb; (sal); car. 3.04.	28.35 94-6	7.16 23-5	3.33 10-9	.....	Svendborg	J. Ph. Jørgen- sen (à Thurø)	Svdb. 4.06		
+	328	ANÉMONE, <i>Guyomard</i> . 98-06 (1.06)	16	3/3, G	1.1.	Glt	170 128 170	Frç	06	Paimpol <i>Gouardoué</i>	C-Or-Ht; ch.frg; (sal); sfb; rp. 06.	32.37 106-3	7.54 24-9	3.67 12-0	.....	Paimpol	V <sup>ve</sup> Y. Buhot de Launay	Lisb. 12.06		
+	329	ANÉMONE, <i>Quémérais</i> . (12.05)	14-3	5/6, G	1.1.	Glt	195 104	Frç	84 O.07	St-Malo <i>Gautier</i>	C-Or; ch.m-frg; (sal); sfb; p.P. 06; rp-car. 2.07.	29.20 95-10	6.83 22-4	3.41 11-2	.....	St-Servan	J. B. Légasse (à Bayonne)	St-M. 2.07		
+	330	ANGARA, <i>Rodenheiser, J.</i> (6.04)	12-4	5/6, L	1.1.	Bq 2 P-S	689 620 683	Ang	84 O.04	Bridgewater (N-S) <i>R.A. Logan</i>	Sp-B-Ht C-P; ch.m-fr. (sal); p. Sp. <i>sparid</i> . 02; d. ft-m. 6.04; SS. 97.	42.40 139-2	10.00 33-0	6.46 21 2	.....	Lunenburg (N-S)	Capt	N-Y. 04		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONT	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIÈDS ET POUCES	LARGEUR EN PIÈDS ET POUCES	CREUX DE CAIRE EN PIÈDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. (en pouces)	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE													
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																											
DATES DU BRÉVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																															
DATE DU TERME																															
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19													
✠	331	ANGELA-CASANOVA (ex-Maunna-Loa), Avegno. (10.05)	13-4	3/3, A	1.1.	Bq 1 P-B	1100 962 1069	Itl	81 O.05	Maitland (N-S) Putnam Bros	B-Sp-C.ch.m-frg;(sal); d.ft-m.10.05;SS.94; rp.05.	57.83 189-9	11.30 37-1	6.71 22-0	.....	Gênes	Rinaldo Piaggio	Gn. 10.05													
✠	332	ANGÈLE, Chevalier. (10.06)	14-4	5/6, G	1.1.	Glt	183 97	Frç	75 O.06	Méans E. Ollivaud	C.ch.frg.sfb;p.P;grp. 97;SS.01;car.9.04;rp-car. 7.07	23.6 77-5	6.4 21-0	3.43 11-3	.....	Brest	P. Dumont	Bist. 7.07													
.	333	ANGÈLE (ex-Joyeuse),..... (3.99)	11-8	—	—	Slp	16 12	Frç	96	Arcachon L. Bossuet	C-T-S-Ac-PP;ch. cv-frg;sfb.	19.02 62-5	3.79 12-5	1.34 4-5	.....	Gorée	J. Miran & Co Bx (à Bordeaux)	99													
.	334	ANGELIKI, Vayianos, M. (7.98)	12-3	—	—	B-G 1 P-B	145	Tre	73 O.93	Sinope	C-P.ch.frg;sfb;car. 9.93.	22.00 73-2	6.50 21-4	4.00 13-1	.....	Chio	Capt	Cnst 93													
.	335	ANGELIKI, Lemmos. (7.04)	12-3	—	—	Bq 1 P-B	350	Gre	83 O.04	Syra	C.-P.ch.m-frg;d.ft- m.6.04.	35.00 114-10	9.00 29-6	5.50 18-0	.....	Syra	Theo Lemmos	Alx. 04													
.	336	ANGELINA, Yufera. (4.01) (3/3, G. 1.1.)	12-8	...	...	Glt	75 71	Esp	99	Carthagène	C-PP-P;ch.m-frg; d.cv.3.01.	24.00 78-9	6.90 22-8	3.00 9-10	.....	Cartha- gène	Jos. Yufera	Bre. 01													
.	337	ANGELINE, Tremandan. (1.04)	9-4	5/6, G	1.1.	Glt	78 55	Frç	88 O.04	Locksport (N-S)	Mr-Ht-Sp-P;ch.m-frg; (sal);sfb;SS.99;car.1.04; rp.05;p.n.05.	23.81 78-2	6.86 22-5	2.46 8-1	.....	St-Pierre- Miquelon	A. Farvacque	St-P. 1.06 c.v.1.06													
✠	338	ANGELITA (ex-Fausto), Roura. (10.00)	15-4	—	—	Bq 1 P-B	722 703 661	Esp	68 O.00	Sestri-P. A. Briasco	C-Ml;ch.cv-m;SS.84;d. ft-m.10.00;grp.00; rp.03	51.82 170-0	9.90 32-6	6.19 20-4	.....	Barcelone	M. Jané & Co	Bre. 03													
✠	339	ANGELO (ex-Manin), Sünde. (6.07)	12-4	5/6, A	1.1.	Bq 1 P-B	1001 917 888	Nrw	82 O.07	Konchibougnae G. M. Leod	Sp-PP-B-Hk-P-C;ch.m- frg;(sal);grp.07;d.ft-m. 6.07.	54.70 179-6	10.80 35-6	5.94 19-6	.....	Stavanger	Thos. S. Falck	Stvg. 6.07													
✠	340	ANGEVINE, Giraudeau. (9.06)	13-2	3/3, G	1.1.	Glt	120 96	Frç	91 O.06	Nantes Sevestre	C.ch.m-frg;d.ft-m 10.02.	29.37 96-4	6.45 21-2	3.23 10-7	.....	Dunkerque	Capt	B-I. 10.06 c.v.10.06													
.	341	ANGLER, Oléron. (4.07)	9-3	3/3, G	1.1.	Glt	84 59	Frç	88 rc. 62 O.07	Chester (N-S)	Sp-B-Ht;ch.m-frg;(sal); sfb;rc.SS.02;rp-car. 4.07.	23.55 77-3	7.30 23-11	2.66 8-9	.....	St-Pierre- Miquelon	Em. Le Breton	St-P. 4.07													
✠	342	ANGÜDOMEN, Öhnell, R. Yacht. (7.07)	13	R	...	1m	...	Sds	07	Esboholms Varfvet A. Österberg	Ac.-C-P;ch.cv-frg; sfb.	13.70 45-0	2.64 8-9	1.40 4-7	.....	Stockholm	R. Öhnell	Stkh. 6.07													
✠	343	ANITA, Loochs, C. (9.00)	13	3/3, P	1.1.	Gls	53 42	Alm	00	Barth C. Holzerland	C-Ht;ch.frg;(sal); sfb;car.7.04.	18.21 59-9	5.14 16-10	2.25 7-5	.....	Barth	Capt	Brth 3.05													
.	344	ANITA, Gauciron. (11.02)	9-2	—	—	Glt	58	Frç	82 O.98	Mahone Bay (N-S)	Sp-B-Ht-P;ch.m-fr; (sal);car.10.01;rp.01; p.n.01.	20.27 66-6	6.36 20-10	2.30 7-11	.....	St-Pierre- Miquelon	J <sup>h</sup> Clement fils	St-P. 02 c.v.02													
.	345	ANITA-II. (ex-Aroma), Hamon. (11.00) 01 - 01	10-9	3/3, G	1.1.	Glt	89 56	Frç	00	Shelburne (N-S)	Sp-B-Ht;ch.m-frg; (sal);sfb;car.11.02	24.25 79-5	7.40 24-3	2.76 9-1	.....	St-Pierre- Miquelon	E. Honducco	St-M. 2.07 c.v.2.07													

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	Tonnage gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN FEET AND INCHES	FREE BOARD  SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
.	346	ANITZA, <i>Pondichos, St.</i> (12.05)	12-5	3/3, G	1.1.	Bk 1 P-B	398	Grc	93 O.05	Syra	C-P; ch.m.frg; d.ft. m.1.06; rp.SS.06.	35.00 114-10	9.00 29-6	5.50 18-0	.....	Syra	Capt	Cnst. 1.06														
+	347	ANJE-BERG, <i>Busse.</i> (10.96)	11	—	—	G3m	$\frac{252}{240}$ 224	Alm	96	Horgezand <i>D. J. Smit &amp; Z<sup>n</sup></i>	A; 2 comp; $\frac{1}{2}$ D. 5m30; R. R. 6m70; p.PP. car. 9.98.	36.99 121-5	7.51 24-8	3.36 12-0	=====	Neermoor	Jacob Martini	Lvp. 98														
.	348	ANNA, <i>voir aussi ANE, ANNE.</i>																														
.	349	ANNA ( <i>ex-Ebenhaezer</i> ), <i>Pollmann.</i> (12.96)	12-5	—	—	Glo	$\frac{111}{96}$ 107	Alm	74 O.97	Sappemeer	C.ch.frg;sfb;p.PP. 93; rp-car.SS.2.97.	26.31 86-4	6.10 20-0	3.05 10-0	.....	Weener	A. Wiertjes	Wes.01														
+	350	ANNA, <i>Witt, P.</i> (12.02)	14-4	—	—	Gls	$\frac{106}{89}$	Alm	92 O.03	Neuenfelde <i>J. Doose</i>	C-Ht-PP; ch.fr;sfb; (sal); rp.99; car.3.02.	24.40 80-1	5.85 19-3	2.47 8-2	.....	Hamburg	Capt (in Rendsburg)	Hbg 03														
+	351	ANNA, <i>Stark, Ed.</i> (5.96)	13	3/3, P	1.1.	Glt	$\frac{67}{52}$	Alm	96 O.04	Seedorf a/R. <i>G. Krüger</i>	C-Ht; ch.frg;(sal); sfb;p.P; car.9.04.	19.68 64-6	5.45 20-9	2.45 8-6	.....	Altwarp	Capt (Poelitz)	Kngb.04														
+	352	ANNA, <i>Sievers.</i> (9.94)	14	3/3, P	1.1. A.&C.P.	Gls	$\frac{63}{49}$ 55	Alm	94 O.02	Ribnitz <i>C. H. Staben</i>	C-Ht. ch. frg. sfb; rp-car.6.07.	19.20 63-0	5.38 17-8	2.29 7-6	.....	Rendsburg	Capt	Hbg 6.07														
+	353	ANNA, <i>Harder, P.</i> (12.95)	14-5	—	—	Gls	$\frac{61}{50}$	Alm	76 O.96	Elmshorn <i>J. Kremer</i>	C-Ht.sfb;(sal); p.S; rp-car.SS.3.96.	19.0 62-4	5.4 17-8	2.21 7-3	.....	Elmshorn	Capt	Wes.96														
+	354	ANNA, <i>Frydendahl, S.</i> (3.00)	13-14	3/3, P	1.1.	Glt	$\frac{49}{38}$ 46	Alm	00 O.07	Assens <i>J. Christoffersen</i>	C-Ht; ch.frg;(sal); sfb; car.6.07.	18.83 61-9	5.02 16-6	2.07 6-10	.....	Hadersle- ben	Capt	Svdb. 6.07														
+	355	ANNA, <i>Lübking, H.</i> (7.97) (3/3, P. 1.1.)	13	...	...	Gls	$\frac{44}{40}$	Alm	97	Barth <i>C. Holzerland</i>	C-Ht.ch.frg;(sal); sfb; car.10.97; rp.01.	19.14 62-10	5.57 18-3	2.10 6-11	.....	Laböe (Kiel)	Capt	Strs.01														
+	356	ANNA, <i>de Buhr, G. O.</i> (4.94) (3/3, P. 1.1.)	14	...	...	Kff	$\frac{40}{33}$	Alm	94	Fünfhausen <i>Strenge &amp; Sohn</i>	C-Ht-PP; ch.frg; sfb;p.S.	16.94 55-8	4.11 13-5	1.83 6-0	.....	WestRhau- derfehn	Capt	Wes.94														
+	357	ANNA, <i>Borgwardt, R.</i> (8.03)	13-6	3/3, P	1.1.	Glt	$\frac{34}{31}$	Alm	88 O.03	Barth <i>C. Holzerland</i>	C-Ht.ch.frg;(sal); sfb; rp.96; car. SS. 8.03.	15.3 50-2	4.5 14-9	2.80 9-2	.....	Barth	Capt	Brth 8.05														
+	358	ANNA, <i>Arndt, J.</i> (7.90)	13	—	—	Slp	$\frac{33}{31}$	Alm	90 O.97	Fuhlendorf <i>Schröder</i>	C-Ht.ch.frg;(sal); sfb;p.P; rp-car.7.97.	14.85 48-8	4.81 15-9	1.96 6-5	.....	Barth	Capt	Brth 02 c.v. 02														
.	359	ANNA, <i>Bunge, C.</i> (6.96)	12-4	—	—	Slp	$\frac{32}{29}$	Alm	71 O.96	Barth	C-Ht.sfb; ch.fr;(sal) p.P; rp-car. SS. 8.96	13.6 44-8	4.4 14-5	2.70 8-10	.....	Stralsund	Capt (a Wieck a/R)	Strs.99														
.	360	ANNA, <i>Rienow, C.</i> (6.87)	13	—	—	Gls	$\frac{30}{26}$	Alm	87 O.93	Anclam <i>J. C. Peuss</i>	C-Ht.ch.frg;sfb; (sal); p-P; car.98.	13.5 44-4	5.2 17-0	1.80 5-11	.....	Stahlbrode	Capt (a Stralsund)	Strs.99														

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONT	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction.	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES 13 14 15	LARGEUR EN PIEDS ET POUCES 16 17 18	CREUX DE CALE EN PIEDS ET POUCES 19 20 21	FRANC BORD EAU SALÉE H.A.N. en pouces 22	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE													
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																															
	DATE DU TERME																															
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21													
•	361	ANNA, Marks. (3.97)	13-3	—	—	Kff dv	84 81 75	Ang	75 O.97	Sappemeer J. H. Nyhuis	C.ch.frg.sfb;d.p.t;(sal); p.n.83;SS.97;rp.car. 10.00.	22.7 74-6	4.9 16-0	2.35 7 9	=====	Alloa	Bernard Thom- son (à Kincardi- ne)	Hbg 02														
•	362	ANNA, Knopper. (5.06) Moteur aux.	12	3/3, P	1.1.	Glt	100 57	Dan	06	Esbjerg S.A. Abrahamsen	C-Ht-PP;ch.frg; sfb.	25.00 82-0	6.05 19-10	2.98 9-10	.....	Esbjerg	L. D. Laurit- zen	15.06														
✦	363	ANNA, Schmidt, E. A. (2.04) — - 02	16-6	5/6, G	1.1.	Glt	87 77 82	Dan	71 O.03	Thurø P. Troensegaard	C-Ht;ch.frg.sfb;p. P.93;grp-car.SS.7.03.	22.7 72-5	6.2 20-4	2.91 9-7	.....	Marstal	Capt	Svrb. 2.06														
✦	364	ANNA, Larsen, P. (9.05)	16	3/3, P	1.1.	Glt	56 46 52	Dan	05	Svendborg A. Jensen	C-Ht;ch.frg;(sal); sfb;p.PP.	21.72 71-3	5.93 19-6	2.13 7-0	.....	Faxe	Capt	Svrb. 9.05														
✦	365	ANNA, Pilegaard, J. (4.96) — - 05	16	3/3, P	1.1.	Glt	50 39 47	Dan	96 O.03	Svendborg A. Jensen	C-Ht;ch.frg;sfb; (sal);car.5.01.	20.78 68-2	5.59 18-3	2.07 6 8	.....	Svendborg	Capt	Svrb. 5.05														
✦	366	ANNA, Vaering. (4.94) (3/3, P. 1. 1.)	16	...	..	Glt	49 39 27	Dan	94	Vejle S. Lindtner	C-Ht. ch. frg; sfb; (sal);car.7.00	20.00 65-7	5.52 18 1	2.10 6-9	.....	Kolding	Capt	Stt. 00														
✦	367	ANNA, Rio. (11.03) 97 - 00	16-3	—	—	B-G	167 140	Frç	77 O.03	Nantes J. Sevestre	C-Or;ch.frg;sfb; grp;SS.00;car.3.06	27.75 91-2	7.14 23-5	3.34 11-0	.....	Vannes	Alavoine (à Quimper)	8.06														
✦	368	ANNA, Batoche. (10.04) 86 - 05	16	3/3, G	1.1.	Glt	161 125	Frç	04	Kerity Bonne	C-Or-Ht;ch.frg; (sal);p.S;stb.	31.40 103-0	7.42 24-4	3.66 12-0	.....	Paimpol	P. Pouhaër	Pmp. 1.07														
✦	369	ANNA, Thomas. (12.97)	16	3/3, G	1.1.	Glt	154 118	Frç	97 O.07	Binic Yves Minier	C-Or;ch.m-frg;sfb; (sal);car.10.04.	30.81 101-1	7.33 24-0	3.77 12-4	.....	Binic	J. LePomellec	S.M. 1.07 c.v.1.07														
•	370	ANNA, ..... (11.97)	12-1	—	—	Glt	75	Frç	93 O.97	Fort-de- France	B. du pays-PP-Sp; ch.m-frg;d.m.94.	22.20 72-10	5.34 17 10	2.41 7-11	.....	St-Pierre- Martinique	H. G. de Bon- neval	Mtn.97														
•	371	ANNA (ex-Antofogasta), Raimondo. (8.07)	11	3/3, M	1.1	Bq P-B	766 662	Itl	75 V.07	Sunderland	F; 2 comp;rp-car. 6.07.	54.89 180-1	9.04 29-8	5.82 19-1	.....	Gènes	Giov. Medici di Francesco	8.07														
✦	372	ANNA, Thorstensen, Th. (5.98)	16-4	—	—	Glt	79 71 74	Nrw	68 O.98	Aeröskjöbing J. Bager	C-Ht. ch.frg. sfb;(sal); p.P.91;SS.91;rp-car. 5.98.	21.4 70-2	6.0 19-8	2.82 9-2	.....	Tvede- strand	Capt	Hgs. 98														
✦	373	ANNA, Rosert. (5.02)	12-2	—	—	Glt	270 229	Rss	67 O.02	Riga G. Horbaschowsky	C-P;ch.frg.sfb;grp. 80;rp.SS.97.car.7.00.	36.58 120-0	8.38 27-6	4.27 14-0	.....	Riga	J. Jansohn & M. Weide	Chrt 02														
✦	374	ANNA, Steffenberg. (8.01) 93 - 01	11	3/3, G	1.1.	Glt	143 123	Rss	01	Kleinisben A. Andersen	C-P;ch.frg;(sal);stb; car.5.06	26.87 88-2	7.95 26-1	3.40 11-2	.....	Windau	P. Steffenberg	Riga 5.06														
•	375	ANNA, Piispa. (7.05)	7-5	3/3, P	1.1.	Glt	127 121 122	Rss	04	Wekkolaks Salmi Yara	P;ch.fr;sfb.	26.60 87-3	7.65 25-1	3.10 10-2	.....	Wiborg	M. Suomalai- nen&D.Piispa	Wbg 7.05														

N. B.— Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	376	ANNA, <i>Strauss.</i> (8.98)	7-4	—	—	Glt	101 96 92	Rss	89	Poderaa <i>Sarring</i>	P-C;ch.fr;sf;grp- 94;rp-car.SS.7.98.	26.6 87-4	6.7 22-0	2.85 9-4	.....	Riga	Peter Weide- mann	Riga	98
✦	377	ANNA, <i>Ingelsson, L. P.</i> (3.07)	15-4	5/6, G	1.1.	G3m	323 280 271	Sds	76	Elmshorn <i>J. Kremer</i>	C-Ht-PP.ch.m-frg;(sal) sf;rp.02; car.SS.3.07.	36.91 121-1	7.62 25 0	3.90 12-10	.....	Raa	Capt	Hlsb	3.07
✦	378	ANNA ( <i>ex-Doña-Zoyla</i> ), <i>Johansson.</i> (6.02)	15-4	—	—	G3m	306	Sds	78	Brake <i>J. Oitmanns We</i>	C-Ht-PP.ch.m-frg. (sal);SS.93;d.ft-m.6.02; rp.04.	39.48 129-6	7.90 26-0	3.04 12-11	.....	Oscars- hamn	P. Petre	Osch	04
✦	379	ANNA, <i>Hansson.</i> (7.06)	13-6	3/3, G	1.1.	Glt	79 72	Sds	93	Halmstad <i>V. Frandsen</i>	P-C-Ht;ch.frg;sf;b; (sal);car.SS.7.06.	22.00 72-2	5.90 19-5	2.31 7-7	.....	Halmstad	A. Johansson	Got.	7.06
•	380	ANNA, <i>Karlsson, J.</i> (11.97)	11-6	—	—	Glt	70 64	Sds	88	Timmerab- ben <i>C. Nilsson</i>	C-P;ch.frg;sf;b;(sal); p.P.grp;SS.97;car.7.01.	22.3 73-2	5.9 19-4	2.37 7-10	.....	Lysekil	Capt	Hlsb	01
•	381	ANNA, <i>Bengtsson.</i> (5.07)	12	3/3, P	1.1.	Glt	51 40	Sds	07	Landskrona <i>A. Gustafsson</i>	Ht-C-P;ch.frg; (sal);sf;b.	19.59 64-3	5.49 18-0	2.08 6-10	.....	Carlshamn	A. Abraham- son	Hlsb.	4.07
✦	382	ANNA, <i>Christensson.</i> (7.98)	14	3/3, P	1.1.	Glt	39	Sds	98	Wiken <i>J. Hagerman</i>	C-P;ch.frg;(sal); sf;b;car.5.05.	17.21 56-6	5.64 18-6	1.93 6-4	.....	Hveen	Capt	Hrns.	5.06
✦	383	ANNA-ALWINA, <i>Grass.</i> (7.06) 01-02	12-6	3/3, G	1.1.	B.G 3 m	364 321	Rss	94	Kürbis <i>M. Mangus</i>	P-C.ch.frg;(sal); sf;b;rp.car.SS.7.07.	40.55 133-0	8.84 29-0	4.00 13-2	.....	Riga	G. Grass & C <sup>o</sup> (à Kürbis)	Riga	7.07
✦	384	ANNA-BREUM ( <i>ex-Tycho- Brahe, Willadsen.</i> ) (4.04) 75-92	16-6	5/6, G	1.1.	B.G	184 149 165	Dan	72	Vejle <i>P. Illun</i>	C-Ht;ch.m-frg;(sal) sf;b;grp.88;p.P.04;car. SS.4.04;rp.06.	32.27 105-11	6.81 22-4	3.36 11-0	.....	Odense	J. Breum	Chrd.	12.06
✦	385	ANNA-CECILIE, <i>Dreiöe.</i> (4.99)	16-15	3/3, G	1.1.	Glt	93 76 89	Dan	99	Aeroskjöbing <i>N. Hansen</i>	C-Ht;ch.frg;(sal); sf;b;car.2.07.	25.21 82-9	6.81 22-4	2.64 8-8	.....	Aeroskjö- bing	H. Petersen	Svdb.	2.07
•	386	ANNA-CHARLOTTA, <i>Lel- mersch.</i> (4.92)	3-3	—	—	Glt	211	Rss	76	Kürbis	P-C;ch.fr;sf;b;rp. 90;grp-car.4.92.	32.15 105-6	6.88 21-11	3.66 12-0	.....	Kürbis	G. Schnohr & C <sup>o</sup>	Riga	92
✦	387	ANNA-CHRISTINE, <i>Petersen. J.</i> (5.00)	16	3/3, P	1.1.	Glt	66 49 63	Dan	00	Assens <i>J. Christoffersen</i>	C-Ht.ch.frg;(sal); sf;b;rp-car.9.07.	21.66 71-1	5.93 19-6	2.79 12-5	.....	Praestö	Capt	Stt.	9.07
•	388	ANNA-CHRISTINE, <i>Sörensen, L. H.</i> (5.97)	13-3	—	—	Gls	48 39	Dan	62 re.87 O.97	Kiel	C-Ht.ch.frg.sfb;(sal);p. P.87;SS.87;car.6.97;rp. 93.	19.1 62-8	4.8 15-9	2.20 7-3	.....	Assens	Capt	Dz.	99
•	389	ANNA-DOROTHEA ( <i>ex-Econo- mie</i> ), <i>Hinrichs.</i> (5.95)	11-3	—	—	Glo	109 87 97	Alm	65	Veendam <i>E. van Linge</i>	C-Ht.sfb;SS.78;rp- car.7.95.	24.51 80-5	6.25 20-6	2.92 9-7	.....	West-Rhau- derfehn	Frau F. C. Hinrichs	Ppb.	97
✦	390	ANNA-ELISABETH, <i>Larsen.</i> 83-98 (1.04)	16-6	5/6, G	1.1.	Glt	122 97 114	Dan	79	Svendborg <i>P. Troensegaard</i>	C-Ht.ch.frg.sfb; SS.04;rp-car.4.00.	27.40 90-0	6.15 20-2	3.04 9-11	.....	Svendborg	Chr. Larsen (à Thurø)	Svdb. c.v.04	2.06

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## ANN

1-Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTES	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN MÈTRES — EN PIEDS ET POUCES	LARGEUR — EN MÈTRES — EN PIEDS ET POUCES	CREUX DE CALE — EN MÈTRES — EN PIEDS ET POUCES	FRANC BORD — EAU SALEÉ H.A.N. (en pouces)	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	391	ANNA-ELISE, <i>Strandberg</i> , G. (5.01)	10-3	—	—	Glt	69 50	Sds	80 re. 95 O.01	Ekenäs	P-C; ch. frg; sfb; (sal); p. n. 95; re. SS. 95; rp-car. 5.01.	21.60 70-11	5.70 18-9	2.22 7-4	.....	Styrsö	Capt	Kingb. 04 c.v. 04		
.	392	ANNA-EMILIE, ..... (10.99) (3/3, P. 1.1.)	9	...	..	Glt	69 66	Rss	99	Gross-Irben <i>Anderson</i>	C-P; ch. fr.; (sal); sfb.	19.20 63-0	5.79 19-0	2.51 8-3	.....	Riga	Oteffenberg	Lib. 99		
.	393	ANNA-GRETA, <i>Grinberg</i> . (8.94)	8-3	—	—	Glt	138 131	Rss	93	Uppersriw <i>A. Kirschstein</i>	P-C; ch. fr; sfb; G-E; p.P.	25.38 83-3	6.71 22-0	2.99 9-9	.....	Riga	J. Grinberg & Co	Riga 94		
✠	394	ANNA-HEDVIG, <i>Johansen</i> . (8.04)	16	3/3, P	1.1.	Gls	20 15 18	Dan	04	Svendborg <i>J. R. Andersen</i>	C-Ht; ch. frg; (sal); sfb.	15.11 49-8	4.13 13-7	1.40 4-11	.....	Kallund- borg	Chr. C. L. Greve (Lerek; Leschen- borgs)	Svdb 04		
✠	395	ANNA-JOSEPHINE, <i>Danet</i> . (5.99) (3/3, P. 1.1.)	13	...	..	Dy	63 43	Frç	99	Paimpol <i>Laboureur</i>	C-Or; ch. frg; sfb; rp. 04; car. 7.04.	19.67 64-6	5.82 19-1	2.73 9-0	.....	Quimper	Alavoine	B-I. 04		
✠	396	ANNA-JULIA, <i>Lehuédé</i> . (3.92)	15	—	—	Glt	44 36	Frç	92	Nantes <i>E. Alleau</i>	C-Or; ch. m-frg; p.P; d.m. 1.92.	20.66 67-9	5.22 17-2	2.05 6-9	.....	Nantes.	Melkior (à Cayenne)	Nt. 92		
✠	397	ANNA-KIRSTINE (ex-Alexia), <i>Frandsen</i> . (3.06) 85 - 94	16-4	5/6, G	1.1.	Glt	128 109 122	Dan	68 O.00	Karrebecks- minde <i>F. Sørensen</i>	C-Ht. ch. m-fr; sfb; (sal); p. P. 94; grp. SS; rp-car. 3.04.	28.07 92-1	6.35 20-10	3.27 10-9	.....	Svendborg	Anna K. Jen- sen	Svdb. 3.06 c.v. 3.06		
.	398	ANNA-MARIA, voir aussi AN	NE-MA	RIE.																
.	399	ANNA-MARIA (ex-De-Jonge- Gerit), <i>Frahm</i> . (3.98)	12-6	—	—	Tjk dv. bsc	69 56	Alm	86 O.99	Sapp-meer <i>J. Mulder</i>	C; sfb; G.E; fd. plt; (sal); SS 99; rp-car. 4.02.	22.80 74-9	4.50 14-9	2.02 6-8	.....	Rendsburg	Zerssen & Co	Stt.* 02		
✠	400	ANNA-MARIA, <i>Chéret</i> . (1.96)	13-14	3/3, G	1.1.	B-G	140 105	Frç	96 O.05	Cancale <i>Lhotellier</i>	C-Or; ch. m-frg; p. P; sfb; grp-car. 1.00; rp. 07.	27.89 91-7	7.52 24-9	3.81 10-10	.....	Cancale	Hesnault	St-P. 7.07		
✠	401	ANNA-MARIA, <i>Leport</i> . 00-02 (7.05)	13-4	5/6, G	1.1.	Glt	125 112	Frç	76 O.05	Nantes <i>T. Dubigeon &amp; fils</i>	C-Or. ch. frg. sfb; p.n. 05; rp-car. SS. 7.05.	23.7 77-9	6.1 20-0	3.15 10-4	.....	Hennebont	H. Joubert	B-I. 7.05		
.	402	ANNA-MARIA, <i>Pusin</i> . (9.04) — - 04	9	3/3, G	1.1.	G3m	207 181	Rss	04	Apschzeem <i>J. Stradneck</i>	P-C; ch. fr; (sal); sfb.	30.48 100-0	7.16 23-6	3.78 12-5	.....	Riga	I. Pusin	Flm. 9.07 c.v. 9.07		
.	403	ANNA-MARIA, <i>Wibu</i> . (4.94)	8	—	—	Glt	43	Rss	94	Koikust a/Oe- sel <i>Lars Buss</i>	P-C. ch. fr. sfb; p.P.	17.86 58-7	4.27 14-0	2.21 7-5	.....	Koikust a/Oesel	Michel Tru- wert	Riga 94		
✠	404	ANNA-MARIA-D'ABUNDO, <i>Albano</i> . (6.03) 69 - 03	13	3/3, L A. & C.P.	1.1.	Bq 1 P-B	1087 1021 980	Itl	03	Castellamare <i>F. Bonifacio</i>	C-PP; ch. m-frg; d.ft-m. 6.03; rp. 03.	63.70 205-9	10.60 34-10	6.25 20-6	.....	Naples	Emm. d'Abundo	Npl. 10.05		
✠	405	ANNA-A-MATHIAS, <i>Kofoed</i> . (7.07)	16-6	3/3, A	1.1.	Bk	259 286 230	Dan	90 O.07	Nordby <i>S. Abrahamsen</i>	C. Ht-PP; ch. m-frg. (sal); p. P; d. ft-m. 7.07; rp. SS. 07.	34.56 113-5	7.11 23-4	3.71 12-2	.....	Fanö	M.M. Ander- sen (à Nordby,	Lvp. 7.07		

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
	106	ANNA-OLGA, <i>Leelmesch.</i> 94-06 (5.05)	3-3	5/6, G	2.1.	G3m	258 218	Rss	79 re. 90 O.05	Kürbis	C-P.ch.fr;sfb;sal;p. P.90;SS.03;rp-car.7.06.	31.70 104-0	7.62 25-0	3.96 13-0	.....	Riga	G. Grass, A. Trautman & E. Leelmesch	Riga 7.06	
✠	407	ANNA-&-OTILIE, <i>Russberg.</i> (12.87)	9-4	—	—	G3m 1P-B	205	Rss	72 O.88	Mühlgraben <i>A. Ferle</i>	P-C.sfb;p.P;SS.88; rp-car.7.91.	37.13 121-10	8.79 28-10	4.19 13-9	.....	Riga	J. Fischer & C <sup>o</sup>	Riga 91	
	408	ANNA-SIRIUS, <i>Adamson.</i> (10.01)	12-6	—	—	Glt	144 137	Rss	91 O.01	Gross-Erben	P-C.ch.fr;sfb;grp- SS.01;rp-car.7.04.	24.60 80-9	6.58 21-7	3.25 10-8	.....	Libau	R. Berg	Lib. 04	
	409	ANNA-SOPHIA, <i>Boylsen.</i> (3.98)	I	—	—	Tk dv lm 8sc	46 44 40	Alm	98	Vierverlaten <i>J. &amp; W. Mulder</i>	A; 2 comp; fd. plt; G.E;p.A.	18.48 60-4	5.05 16-5	1.60 5-3	.....	Brake	Capt	Am. 98	
✠	410	ANNA-SOPHIE (ex-Plus), <i>Scensson.</i> (3.95)	12-2	—	—	Glt	165 149	Sds	68 O.95	Christiansand <i>N. Jørgensen</i>	P-C.ch.m-frg;p.P;sfb; grp.SS.90;rp-car.2.95.	30.83 101-2	7.24 23-9	3.45 11-4	.....	Oscars- hamn	Capt	Chrt 95	
	411	ANNE, <i>voir aussi ANNA, ANE.</i>																	
✠	412	ANNE, <i>Frydendahl, P.</i> 90-03 (8.03)	16	3/3, P	1.1.	Glt	66 49 63	Alm	03	Aalborg <i>P. Bonnesen</i>	C-Ht;ch.frg;sfb; (sal);car.9.07.	21.97 72-2	5.46 17-11	2.35 7-9	.....	Haders- leben	Capt	Vjl. 9.07	
✠	413	ANNE, <i>Mikkelsen.</i> (8.06)	16	3/3, A	1.1.	G3m	240 200 219	Dan	03	Marstal <i>J. O. Christensen</i>	C-Ht;ch.m-frg; (sal);d.ft-m.10.00.	37.64 123-7	8.73 28-8	3.17 10-5	.....	Marstal	H. C. Chris- tensen	Svdb. 10.06	
✠	414	ANNE, <i>Naga.</i> (9.00)	13	3/3, G	1.1.	Glt	120 79	Frç	00	Paimpol <i>J. Pilvin</i>	C-Or-Ht;ch.frg;sfb; rp-car.10.03.	26.10 85-8	7.39 24-3	3.34 11-0	.....	Lannion	Jules Prigent	Brst. 10.06 c.v. 04	
✠	415	ANNE-DE-BRETAGNE, <i>Bu- p. C. 6-85 (5.05) 94-05</i> <i>gaut.</i> (5.05)	I	3/3, L	1.1.	Bq 1P, 3p	2062 1370 1743	Frç	01 V.05	Nantes <i>A. Dubigeon</i>	A; 2 comp; D. 17m69; R. 4m45 & 11m60; G. 12m60;car.8.06;rp 06.	79.65 261-4	11.83 38-10	6.84 22-5	56 59	Nantes	St <sup>e</sup> Bretonne de Navigation	S-f. 8.06	
✠	416	ANNE-LOUISE, <i>Andersen.</i> 92-04 (9.04)	16	3/3, P	1.1.	Gls	63 47 57	Dan	01	Odense <i>N. F. Hansen</i>	C-Ht;ch.frg;(sal); sfb;p.P.	22.79 74-9	6.18 20-3	2.17 7-2	.....	Fanø- Nordby	J. J. Clausen	Svdb. 2.06	
	417	ANNE-MARIE (ex-Giorgio), <i>Baux.</i> (2.07).	9-2	3/3, G	1.1.	Glt 1P-B	176 141	Frç	93 O.95	Syra	C-P;ch.frg;sfb;p. P.P.04;car.1.05.	29.70 97-6	7.22 23-4	3.77 13-4	.....	Bayonne	Jean Légasse	St-M. 2.07 c.v. 2.07	
✠	418	ANNE-MARIE, <i>Guillet.</i> (9.06)	13-6	3/3, P	1.1.	Dy	77 51	Frç	92 O.06	Nantes <i>E. Allcau</i>	C;ch.frg;(sal);sfb; rp-car.SS.9.06.	19.79 65-0	5.77 19-0	2.52 8-3	.....	Noirmou- tiers	Guillet & Jourdain	8-1. 9.06	
	419	ANNE-&-MARIE, <i>Beaujour.</i> (6.95)	11-2	—	—	Lg	37 34	Frç	57 O.89	Chantenay <i>Lusseau</i>	C-Ht.ch.frg.sfb; rp.89;car.6.95.	15.40 50-7	4.60 15-1	2.15 7-1	.....	St-Servan	Gaie	St-M95	
	420	ANNE-SOPHIE (ex-Blazer), <i>Le Jannon, J. M.</i> (10.03) 94-98	14-4	—	—	kt	70 64	Frç	90 O.03	Appledore <i>Rol. Cock</i>	C-B-M-PP;ch.m-frg; (sal);sfb;SS.98;rp.02; car.11.03.	20.44 67-1	6.58 21-7	2.91 9-7	.....	Lannion	Capt (à Perros)	Lib. 12.05	

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## ANN

NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		GRÈÈMENT NOMBRE DE PONT	Brut — Net — Sous le pont											
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL DATE DU TERME																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
✠	421	ANNE-YVONNE, <i>Pen.</i> (5.01)	16	3/3, G	1.1.	Glt	102 77	Frç	01	Paimpol <i>J. Pilvin</i>	C-Or-Ht; ch.frg; sfb; (sal); car. 12.06.	24.85 81-7	6.86 22-6	3.02 9-11	.....	Paimpol	Mataguez	Mrs 12.06
.	422	ANNECHIENA-WILLEMIENA, <i>Bul.</i> (7.98)	II	—	—	Tjk 1m dv bsc	80 76 70	P-B	93 V.98	Stadskanaal <i>W. van de Werf</i>	A-F; 2 comp; G-E; fd. plt; p. F; car. 7.98.	24.50 80-5	4.90 16-1	2.14 7-1	.....	Wille- vank	Capt	Am. 98
✠	423	ANNETTE ( <i>ex-Harboe</i> ), <i>Thorsson.</i> (8.99) 72-00	16-4	—	—	Glt	100 87	Sds	72 O.99	Rudkjøbing <i>S. Boas</i>	C; ch.frg; sfb; p.P.92 rp.93; car. SS.8.99.	23.90 78-5	5.80 19-0	3.00 9-10	.....	Brantevik	J. Jonsson	Kngb.02
✠	424	ANNETTE-MARIE, <i>Laty.</i> 87-02 (5.95)	16	3/3, G	1.1.	Glt	118 80 111	Frç	95 O.03	Nantes <i>A. Blincau</i>	C-PP; ch.frg; sfb; (sal); car. 7.03.	27.08 88-10	6.82 22-5	2.97 9-9	.....	Dunkerque	Sté Navale du Nord	St-P. 11.05 c.v.11.05
.	425	ANNI, <i>Christensson.</i> (3.03)	9-4	—	—	Glt	158 147	Sds	71 O.03	Hjellø <i>J. Ohlsson</i>	S-C.ch.cv.sfb;(sal); grp.01; car.3.03; rp.05	31.6 103-8	7.2 23-8	3.70 12-2	.....	Fiske- bäckskihl	J. Didriksson	Cph. 8.05
✠	426	ANNIE ( <i>ex-Burgemeester- Jonkheer-Coenen</i> ), <i>Christians.</i> P.C. 5.6.80 (12.05) 72-02 (8.03)	I	3/3, L A.&C.P.	1.1.	Bq 2 P	1476 1340	Ang	91 III.03	Rotterdam <i>Rijkee &amp; Co</i>	A; 2 comp. p. PP. & P; rp-car. 12.05.	67.96 223-0	11.32 37-2	7.16 23-6	55 08	Barbados	C. Christians	St-I. 6.07
.	427	ANNIE ( <i>ex-W.-H.-&amp;J.-A.-Hoo- per</i> ), <i>Trotin.</i> (3.06)	12-2	5/6, P	1.1.	Glt	67 42	Frç	69 rc.94 0.06	Boston (Mss)	C-PP Sp; ch.cv-m;(sal); rc.94-98; sfb; car. 1.02; p.n.06; rp.06.	22.02 72-3	6.63 21-9	2.35 7-9	.....	St-Pierre- Miquelon	Paul Folquet	St-P. 4.06 c.v.4.06
.	428	ANNIE-JOHNSON ( <i>ex-Ada- Iredale</i> ), <i>Nilson.</i> (4.04)	II	3/3, L	1.1.	Bq 2 P	1049 977	Amr	72 V.04	Harrington <i>Williamson</i>	F; 2 comp; p.P; grp.80; rp.89; car. 12.06.	64.65 212-1	10.39 34-1	6.58 21-7	.....	San-Fran- cisco	Wm Matson & Co	S-F 12.06
.	429	ANNIE-JONES, <i>Norman.</i> — - 97 (10.03)	13-4	—	—	Glt	106 77	Ang	72 O.03	Rhyl	C-Gr-Or-PP; ch.m-fr; sfb; rp-car. SS.10.93.	25.19 82-8	6.76 22-2	3.12 10-3	.....	Chester	H. J. Watts	Plm. 03
✠	430	ANNIE-M.-SMULL, <i>Olofsen.</i> (2.98)	14-4	—	—	3 m 2 P	1027 973 870	Nrw	68 O.98	Mystic (Con) <i>Ch. Mallory</i>	C-Nr-PP.ch.m-fr.(sal); p.PP.s3; rp. SS.98; d.ft. m.2.98; rp.93.	55.44 181-4	11.30 37-2	6.70 22-0	.....	Fredriks- vaern	A. Vestby & Co	Lvp. 00 c.v.99
.	431	ANNIE-MORGAN ( <i>ex-Yucatan</i> ), <i>Parry.</i> (3.97)	I	—	—	G3m	333 280 302	Arg	70 V.97	Hamburg <i>Reihorstieg Schiffswerfte</i>	F; 2 comp; grp.SS. p.n.88; rp-car. 4.97.	38.70 127-0	7.30 24-0	4.27 14-0	.....	Buenos- Aires	Compañia Mercantil Chubut	Lvp. 97
.	432	ANNINA ( <i>ex-Margherita</i> ), <i>Scala.</i> (7.99)	13-3	—	—	Bq 1 P-B	521 498 503	Itl	74 O.99	Alimuri <i>F. Lauro</i>	C-PP; ch.m-fr; d.ft-m. 10.99; rp.SS.99.	40.48 132.10	8.89 29-5	5.70 18-9	.....	Naples	Michele Guida	Npl. 02
.	433	ANNINA-M. ( <i>ex-Sirena</i> ), <i>Perna.</i> (6.05) 04-05	14-2	—	—	G3m	331 319 323	Itl	77 O.05	Cassano	C PP; ch.m.frg; d.ft-m. 5.05; SS.01; rp.05.	38.00 124-8	8.45 27-9	5.05 16-7	.....	Naples	Luigi Musso	Npl. 6.05
.	434	ANNITA-L. ( <i>ex-Giuseppe-Padre</i> ), <i>Ramaciotti.</i> (10.06)	13-4	5/6, G	1.1.	Glt	89	Itl	83 O.86	Forre-del- Greco	C-P; ch.m-fr; d.ft. m.10.03; rp.03.	24.70 81-1	6.90 22-8	3.00 9-10	.....	Livourne	Landi Luigi (à Viareggio)	Lva. 12.06 c.v.12.06
.	435	ANNITSA ( <i>ex-Giuseppe-B.</i> ), <i>Livanos, G.</i> (2.06)	14-4	5/6, M	1.1.	Bq 1P-B	292 279	Tre	67 O.06	Prince-Ed- ward Island	Sp-B-Ht; ch.m-fr; (sal); d.m.05; rp.05.	33.00 108-3	8.10 26-7	4.20 13-9	.....	Chios	Capt	Pir. 2.06

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECK	TONNAGE — GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT or REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															DATE OF TERM
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
• 436	ANONIMOS (ex-Pende-Adelfn), Michail, G. (9.05)		13-3	3/3, G	1.1.	G3m 1 P-B	372	Tre	87 O.05	Cassos	C-P; ch.m.frg; grp. SS.05; d.ft.m.9.05.	37.80 124-0	8.50 28-0	5.60 18-4	.....	Chios	Capt. & M. Stefanou	Const. 9.05		
✠ 437	ANS, Bowar. 00-06 (9.97)		11	3/3, A	1.1.	G3m	362 218	Rss	97 O.03	Uppesgriv R. Tuum	P-C; ch.frg; (sal); car. 8.03; d.ft-z.11.04; rp.07	37.92 124-5	8.43 27-8	4.16 13-8	.....	Riga	M. Puhling	Hbg 6.07 c.v. 6.07		
• 438	ANS, Insberg. — - 03 (9.03)		3	3/3, P	1.1.	Glt	107 78	Rss	03 O.07	Schoozeen C. Legsding	P-C; ch.fr; (sal); sfb; car. 9.07.	22.24 73-0	6.40 21-0	2.92 9-7	.....	Riga	A. Insberg	Riga 9.07		
• 439	ANS-ROBERT, Undrin. 95-05 (10.05)		7-4	3/3, P	1.1.	Glt	55 52 54	Rss	97 O.05	Riga Muzneck	P-C; ch.fr.sfb; G-E; SS.05; rp-car. 10.06	17.34 56-11	5.56 18-3	2.49 8-2	.....	Riga	A. Huik	Riga 10.06		
• 440	ANS-WILHELM, Muzneck, J. (10.95)		8-3	—	—	Gls	77	Rss	95	Kirko Ragi J. Muzneck	P-C; ch-fr; sfb; G-E; p.P.	29.49 67-3	4.96 21-3	3.66 9-0	.....	Riga	J. Muzneck & D. Steinfeld	Riga 95		
✠ 441	ANSGAR, Jörgensen. (10.93) 93-02		16	3/3, A	1.1.	B-G 3 m	201 276 279	Dan	93 O.02	Marstal J.O. Christensen	C-Ht; ch.m.frg; (sal) d.ft-m.11.06; rp.06	38.20 125-4	7.82 25-9	3.92 12-11	.....	Marstal	H. C. Chris- tensen	Svdb. 11.06		
• 442	ANTELOPE, Jönsson. (2.99)		10-5	—	—	Bq 1 P-B	589 358 347	Sds	52 re. 73 O.99	Wasa	P-C. ch.m.frg. (sal); p.n. 76; SS.99; s/f. pr. d.ft-m. 2.99.	37.49 123-0	8.20 27-0	4.98 16-4	.....	Gothem- bourg	J.L.Kjellberg	Got. 99		
✠ 443	ANTIOCH, Leland. (10.05)		14-3	5/6, L	1.1.	3mG 2 P	953 869	Amr	76 O.98	Kennebunk (M <sup>e</sup> ) D. Clark	C-PP-Hk. ch.m-fr; (sal); p.n. 98; SS.98; d.ft-m. 10.05; rp. 05.	55.90 183-4	10.70 35-3	6.43 21-1	.....	Boston	John S. Em- ery & C <sup>o</sup>	N.Y. 0.05		
✠ 444	ANTJE, Velthaus. (2.94)		15	3/3, L	1.1.	G3m	315 311	Alm	94 O.01	Papenburg Rud. H. Meyer	C-Ht-PP; ch.m.frg; (sal); p.S; d.ft-m. 10.04; rp. 95.	39.75 130-6	7.92 26-1	3.94 13-0	.....	Papenburg	Rud. H. Meyer	Hv. 4.07		
✠ 445	ANTJE, Flessner. (11.04)		13-6	3/3, G	1.1.	B-G	176 150	Alm	89 O.05	Papenburg B. Tholen	C-Ht-PP. ch.m.frg. (sal); sfb; car. SS.3.05.	27.90 91-7	6.70 22-0	3.19 10-5	.....	Warsings- fehn	J. J. de Buhr	Pim. 5.07		
✠ 446	ANTJE, Pohl, Ch. (4.93)		14	—	—	Kff. dv	41 33	Alm	93	Rhauderfehn Harms	C-Ht; ch.frg; sfb; f.d. plt; p.S.	17.90 58-9	4.50 14-9	1.67 5-6	.....	Rhauder- fehn	Capt	Leer 93		
• 447	ANTJE, Pollmann, J. (3.93)		12	—	—	Ev. dv	29 25	Alm	93	Idafehn J. Remmers	C-Ht; ch.frg; sfb; f.d. plt; p.S.	16.20 53-2	4.12 13-6	1.54 5-1	.....	Rhauder- fehn	Capt	Leer 93		
• 448	ANTJE, de Buhr, R. (4.93)		12-4	—	—	Tjk dv	24 22	Alm	74 O.93	Bollingen	C-Ht; sfb; rp. SS.89; car. 4.93.	16.2 53-2	4.00 13-2	1.45 4-9	.....	Rhauder- fehn	Capt	Leer 93		
✠ 449	ANTJE, Clayton. — - 04 (12.04)		14-4	5/6, G	1.1.	Glt	148 131 124	Ang	75 O.04	Leer C. Schwoon	C-Ht. ch.m-fr.sfb; p. S; SS.92; grp-car. 12.04	28.10 92-3	6.58 21-7	2.90 9-6	16 $\frac{1}{2}$ 18 $\frac{1}{2}$	Little- hampton	W. Clayton	Id. 04		
✠ 450	ANTOINETTE, Dawe. (2.05) — - 05		16	3/3, G	1.1.	Glt	119 95 119	Ang	05	Plymouth Shilston	C-Or-PP; ch.m- frg; (sal); sfb.	29.66 97-4	6.55 21-6	3.20 10-6	.....	Plymouth	Louis Gauvry	Pim. 4.05		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

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NAVIRES & CAPITAINES			CLASSIFICATION		GRÉMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CRUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		COTE		Brut		Net													
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠ 451	ANTOINETTE, <i>Parillet</i> . P.C. 7-100 (11.06)	03-06 (11.06)	I	3/3, L	1.1.	3mG 1 P-B	772 705	Frç	02	Nantes <i>Cie de Construc- tions Navales</i>	V.06	A: 2 comp; D. 9m20; R. 4m66 & 6m92; G. 7m10; car. 11.06.	59.79 196-2	9.49 31-2	5.27 17-4	40 43	Nantes	Ch. Simon & L. Duteil	Mar. 1. 96
✠ 452	ANTOINETTE, <i>Letacon</i> . (9.98)	04-06	13	3/3, L	1.1.	3mG 2 P	485 337	Frç	98	Binic <i>L. Minier</i>	O.04	C-Or; ch.m.-frg; d.m. 11.05; rp. 06; grp. 02	44.69 146-6	9.42 30-11	4.75 15-7	[31 1/2]	Bayonne	S. M. Lagasse, h. Neveu & Co	Mar. 3. 96
✠ 453	ANTOINETTE, <i>Henriksson</i> . (10.02)		14-6	5/6, A	1.1.	Bq 1 P-B	914 815 884	Sds	78	Skellefteå <i>A. Löfgren</i>	O.02	S-C-PP. ch.m.-frg; (sal); grp. 91; SS. 4.69; d. ft.-m. 10.02; rp. 05.	55.77 183-0	10.00 32-10	6.01 19-8		Cimbris- hamn	S. Björkegren	Mar. 6. 96
• 454	ANTON, <i>Rosenfeld</i> . (9.96)		3-3	—	—	Glt	212 201	Rss	83	Fillsand <i>M. Mangus</i>	O.97	P-C.sfb; p.P; car. 5.97.	29.36 96-4	8.03 26-4	3.60 12-1		Riga	Fr. Grihwan (à Gipken)	Riga 97
✠ 455	ANTON (ex-Wilhelm-Anton), <i>Westerlund</i> . (12.00)		16-7	—	—	Bq 2 P	1025 951 991	Sds	77	Bremerhaven <i>C. Lange</i>	O.01	C-It PP. ch. m.-frg; (sal); rp. SS. 01; d. ft.-m. 9.01.	54.40 176-0	9.50 31-2	6.63 21-9		Arholma	J. A. Johans- son	Sws. 01
• 456	ANTONIA (ex-Souvenir), <i>No- gueroles</i> . (11.94)		13-4	—	—	Bq 1 P-B	501 476	Esp	75	Lillesand <i>T. Aslagen</i>	O.94	P-C-It m.-frg; (sal); rp. 81; SS. 83; d.m. 11.94; rp. 94.	43.28 142-0	9.00 29-6	5.25 17-3		Barcelone	C. Roger	Brc. 94
✠ 457	ANTONIETTA-P., <i>Dardini</i> . (12.96) (3/3, G. 1.1.)		16	...	...	B-G	120 114	Itl	96	Viarreggio <i>F. Celli</i>		C; ch.m.-frg; sfb; p.P.	26.30 86-4	6.50 21-4	3.32 10-1		Livourne	A. Tomei	Lvn. 96
• 458	ANTONINO-MAGLIULO, <i>Vol- terra</i> . (11.02) (3/3, A. 1.1.)		13-14	...	...	3mG 1 P-B	518 514	Itl	02	Torre-del-Greco <i>M. Trumbarulo</i>		C-P; ch.m.-frg; d. ft. m. 10.02.	43.01 144-1	9.16 30-1	5.62 16-5		Naples	A. Magliulo (à Torre-del Greco.	Npl. 02
✠ 459	ANTONIO-D'ABUNDO, <i>Lubra- no</i> . (11.04)		13-4	3/3, L	1.1.	Bq 1 P-B	831 750	Itl	78	Castellamare <i>G. Bonifacio</i>	O.05	C; ch.m.-frg; p.P; SS. 00; d. ft.-m. 3.05; rp. 05.	51.00 167-4	10.08 33-1	6.52 21-5		Naples	E. D'Abundo	Mar. 5. 97
• 460	ANTONY, <i>Thomas</i> . (12.93)		12	—	—	Slp	21 15	Frç	93	Nantes <i>E. Alleau</i>		C. ch. frg; sfb; G. E. p.S.	13.01 42-8	4.45 14-7	1.71 5-7		Le Croisic	Javouray (à Sarzeau)	Nt. 93
✠ 461	ANTUCCO, <i>Kröger</i> . (10.04)	94-98	I	3/3, L	1.1.	Bq 2 P	1518 1436 1495	Alm	92	Hamburg <i>Blohm &amp; Voss</i>	III 04	A: 3 comp; D. 12m. G. 9m; p.A; car. 9.04	72.90 239-2	11.60 36-0	6.53 21-5		Hamburg	N. H. P. Schuldt	Hbg 01
✠ 462	APOLLO, <i>Albertsen</i> . (6.04)		16	3/3, P	1.1.	G3m	64 50 60	Dan	04	Stubbekjøbing <i>O. Hansen</i>		C-It; ch. frg; (sal); sfb.	22.18 72-9	5.79 19-0	2.16 7-1		Varstal	A. C. Albert- sen	Angs 10. 96
✠ 463	ARAB, . . . . . (10.80)		13	—	—	Bq 1 P-B	558 518 497	Nw	80	Apenrade <i>N. Jacobsen</i>	O.87	C-It-PP. ch.m.-frg; (sal); p.P; d. ft.-m. 5.91.	44.95 147-6	9.98 32-9	5.50 18-1		Grimstad	N. Thue Joh- sen.	Hull 94
• 464	ARABIA (ex-British-Envoy), <i>Gjertsen</i> . (2.07)	83-05	I	3/3, L	1.1.	Bq 1 P-B	1533 1228 1220	Nrw	66	Liverpool <i>T. Royden &amp; Sons</i>	V.07	F: 2 comp; D. 15m85; R. 10m97; G. 8m53; rp-car. 1.07.	65.35 214-5	10.90 35-9	6.94 22-9		Kristiania	Aktieselskabet « Arabia » (J. Johanson & Co)	Mar. 1. 97
✠ 465	ARACAN, <i>Sjöholm</i> . (11.06)		14-3	5/6, A	1.1.	Bq 1 P-B	717 655	Sds	76	Sundsvall <i>J. Sjölin</i>	O.07	P-C. ch.m.-frg; p.S. (sal); d. ft.-m. 11.96; rp. SS. 00	49.63 162-10	9.49 31-2	5.59 18-4		Vaddö	P. Mattsson	Mar. 4. 97

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY ROLLER			DIVISION AND TERM	CHARACTER			GROSS Register under deck	SHEATHING												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								REPAIRS												
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
+	466	ARAGO, <i>Le Barzie.</i> 04-04 (3.03)	14-4	—	—	B-G	136 89	Frç	74 0.03	Nantes W. Cassard	C.ch.frg.sfb;SS.95; rp.02;p.n.02;car.2.03.	23.80 78-0	6.60 21-8	3.50 11-6	.....	Granville	R. Chuinard	Bx	9.05		
+	467	ARAKAN, <i>Arteaud.</i> 77-03 (7.03)	15	3/3, Y	1.1	Glt	89 29	Frç	03	Nantes Rondet	C;ch.m.frg;sfb.	19.26 63-2	4.96 16-3	2.64 8-9	.....	Nantes	Lionel Philippe	Nt.	03		
+	468	ARALIA, <i>Dagorne.</i> (10.01)	15	3/3, L	1.1	B-G 3m 1 P-B	809 328	Frç	01	St-Malo Sté des Chantiers de Constructions	C-Or-Ht;ch.m.frg; d.m.9.01.	43.15 141-7	9.11 29-11	4.33 14-2	.....	St-Malo	Ch. Delacour	St-M. c.v.2.06	2.06		
+	469	ARAX, <i>Ohlsson, J.-A.</i> 90-03 (3.03)	14	3/3, P	1.1	Glt	68 37	Sds	03	Wiken	C-Ht-P;ch.frg; (sal);sfb;car.3.06.	20.73 68 0	6.25 20 6	2.28 7-6	.....	Helsing- borg	Capt	Kiel	3.06		
+	470	ARBALÈTE, <i>Le Sant.</i> (2.06)	16	3/3, G	1.1	Dy A.&C.P.	110 82	Frç	06	Dunkerque Sauvage.	C-Or;ch.m.frg;(sal) sfb.	26.17 85-11	6.88 22-7	3.13 10-3	.....	Dunkerque	Ch. Lemmens	BK.	2.06		
.	471	ARBONNAISE (ex-Juanita), Huby. (3.02)	9-6	3/3, P	1.1	Glt	30 16	Frç	99	Belloram (T.N.)	Sp-B-Ht.ch.m-fr; (sal);sfb;rp-car.1.06.	14.64 48-1	5.15 16-11	1.95 6-5	.....	St-Pierre- Miquelon	La Morue Française	St-P.	1.06		
.	472	ARCADIA (ex-Varuna), Markussen. (3.06) 85-03	1	3/3, L	1.1	Bq 2 P-B	1307 1213 1201	Nrw	64 11.306	London C. Lungley	F;2comp;3D.14m93;R; R.10m97;R.X.12m95; rp.06;car.6.07.	72.23 237-0	10.10 33-2	6.90 22-7	.....	Lauvig	A. B. Meyer	Rd.	6.07		
.	473	ARCANGELOS(ex Archangelos- Tsatsaronis), Tsatsaroni. (12.99)	13-3	—	—	Bq 1 P-B	518 492	Grc	70 rc.95 0.99	Sestri Ponente	C-P;ch.ev.frg;p.n. 95;rc.SS.95;d.ft-m.12.99	45.00 147-8	8.95 29-5	6.00 19-8	.....	Syra	Mavrudis Costantino	Gn.	99		
.	474	ARCANGELOS, <i>Sihlis, C.</i> (9.93)	12-4	—	—	Bq 1 P-B	345	Grc	72 rc.93	Pirée	C-P.ch.m.frg.rc. 93;d.ft-m.9.93.	36.0 118-1	8.0 26-3	5.30 17-5	.....	Pirée	Capt	Cnst	95		
+	475	ARCTURUS, <i>Grant.</i> 94-03 (6.99)	11	3/3, G	1.1	G3m	321 289	Rss	99 0.05	Kabli P. Abol	P-C;ch.fr;(sal);sfb; rp-car.9.05.	36.02 118-2	7.90 25-11	3.96 13-0	.....	Libau	J. Markson & M. Grant	Riga	10.05		
+	476	ARCTURUS, <i>Blahkis.</i> (9.02)	12	3/3, G	1.1	Glt	170 152	Rss	02	Giphen P. Resuke	P-C;ch.frg;(sal); sfb;rp-car.9.06.	27.66 90-2	7.19 23-7	3.66 12-0	.....	Riga	Gebrüder Grihwan	Riga	9.06		
+	477	ARDENTE, <i>Vitel.</i> 96-04 (1.04)	16	3/3, G	1.1	Glt	50 67	Frç	03	Boulogne Baheux frères	C-Or;ch.frg;sfb; p.PP;rp.04.	22.68 74-5	6.78 22-3	3.15 10-4	.....	Boulogne- s/Mer	Yves Vitel	Fcp c.v.04	04		
+	478	ARDITA-CARRARA, <i>Ghiselli.</i> (8.01)	14-3	—	—	Ttn	78	Itl	84 0.01	Viareggio A. Raffaelli	C-Ml.ch.frg;sfb;rp- car.12.01.	21.80 71-6	6.10 20 0	2.75 9-0	.....	Spezia	C.Fabbricotti	Lyn.	01		
+	479	ARGO, <i>Clausen.</i> 83-04 (5.04)	16	3/3, A	1.1	G3m	225 189 209	Dan	04	Marstal L.J. Bager	C-Ht;ch.m.frg; (sal);d.ft-m.9.06.	35.88 117-9	8.07 26 6	3.33 10-11	.....	Marstal	A.C.Christen- sen	Hng	9.06		
180																					

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

1-Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE LE PONT	TONNAGE		PAVILION	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALEH H.A.N en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	Brut		Net	Sous le pont			DE CONSTRUCTION	DOUILLAGE	RÉPARATIONS	EN MÈTRES								EN PIEDS ET POUCES
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																						
	DATE DU TERME																						
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19					
✠	481	ARGO, Christensen, H. 03-04 (3.05)	16-6	5/6, G	1.1.	Glt	127 106 119	Dan	75 O.05	Nyborg E. Beck	C-Ht.ch.m.frg.sfb;(sal) car.4.01;p.8.05;rp.SS.05.	28.0 92-0	5.9 19-4	3.08 10-1	.....	Marstal	Capt (à Ommel)	Kngb 7.07 c.v.6.05					
✠	482	ARGO, ..... (7.95)	12-5	—	—	Bq 1 P-B	678 628 609	Nrw	73 O.95	Björneborg J. Elg	P.ch.m.frg.souff.p.92; p.n.83;grp.74;sal;SS. 90;d.ft-m.6.95;rp.95.	53.29 174-10	9.80 32-2	5.41 17-9	.....	Fredrik- stad	O.A.Johansen	Ld. 00					
.	483	ARGO, Jönsson, C. (4.96)	10-7	—	—	Gls	39	Sds	96	Sodra Garn J. A. Svensson	P-C;ch.frg;sfb; (sal);p.P;car.5.98.	14.85 48-9	6.38 20-11	2.08 6-10	.....	Köpstadsö	Capt	Stt. 98					
✠	484	ARGUS, Jensen. (12.04) 91-01	16-4	3/3, G	1.1.	B-G	201 176 195	Dan	80 O.05	Marstal J. J. Bager	C-Ht.ch.frg.sfb;(sal); p.P.05;grp-car.SS.7.05.	32.74 107-4	7.69 25-2	3.58 11-9	.....	Marstal	A. C. Svane	Hsf. 6.07					
✠	485	ARGUS, Thomsen, P. (2.06) 89-06	16	3/3, P	1.1.	Gls	48 38 44	Dan	06	Marstal N. Hansen	C-Ht;ch.frg;(sal); sfb.	20.25 63-5	5.62 18-5	2.07 6-10	.....	Marstal	Capt	Svab. 2.66					
.	486	ARGUS, Guininha. (4.05)	14-5	5/6, A	1.1.	B-G 1 P-B	800 250	Ptg	73 rc.00	Dundee	C-T;ch.m;(sal);SS. 00;d.ft-m.3.00.	36.55 119-9	6.90 22-7	3.86 12-8	.....	Lisbonne	Parceria Geral de Pescarias	Lish. 5.07 c.v.5.05					
✠	487	ARIADNE, ..... (1.99)	16-1	—	—	Bq 1 P-B	529 513	Amr	80 O.95	Hamelwarden F. Strenge	C-Ht-PP.ch.m.frg;(sal); p.S;d.ft-m.5.95;rp.95.	43.58 143-0	9.47 31-1	5.59 18-4	.....	Providence (R-I)	R. B. Little & Co	Lish.99 c.v.99					
.	488	ARIADNI (ex-Bethleem), Peratis. (5.05)	12-2	—	—	Bq 1 P-B	406 350	Tre	77 O.02	Syra	C-P-Ml;ch.m.frg;rp; SS.02;d.ft-z.11.02.	37.50 123-0	9.00 29-6	6.00 19-8	.....	Constanti- nople	Vasile Pandeli	Brl 5.05 c.v.5.05					
✠	489	ARIEL, Spiers. (9.00) 99-04	14	3/3, G	1.1.	4m G	726 657	Amr	00	Benicia	P;ch.m.frg;(sal).	56.38 185-0	12.19 40-0	4.42 14-6	.....	San-Fran- cisco	Matthew Turner	Nwc.04 c.v.04					
✠	490	ARIEL, Nielsen. (10.99) 82-99	16	3/3, G	1.1.	G3m	219 192 210	Dan	99 O.07	Svendborg A. Jensen	C-Ht;ch.frg;(sal); sfb;rp-car.3.07.	33.43 109-8	8.35 27-5	3.48 11-5	.....	Svendborg	AndersJensen	S.ab. 3.07					
.	491	ARIEL, Blouin. (5.04)	13-4	3/3, P	1.1.	Kt	52 37	Frç	91 O.05	Paimpol Pilvin	C-Or-PP.ch.frg.S. A.sfb;car.4.05.	18.10 59-5	5.30 17-5	2.50 8-2	.....	Fréguier	J.Paranthöen (Pleubian)	Pmp. 3.67					
✠	492	ARIETES, Andersen. (3.05) 01-05	16	3/3, G	1.1.	3m G	96 81 90	Dan	95	Marstal N. Hansen	C-Ht;ch.frg;(sal); sfb;p.P.	25.74 84-6	6.81 22-4	2.70 8-10	.....	Marstal	N.E. Schmidt	Svda. 3.05					
.	493	ARIETTA, Angelidi. (10.95)	12-2	—	—	Bq 1 P-B	152	Gre	77 O.95	Syra	C-P;ch.m.frg;sfb; p.P;rp-car.SS.10.95.	25.00 82-0	7.00 23-0	4.00 13-0	.....	Syra	M. Th. Zygo- mala	Cnst.95					
.	494	ARISTIDIS (ex-Artemis), Aspiotis. (1.03)	12-3	—	—	B-G 1 P-B	172	Tre	81 O.02	Chio	ML-P;ch.m.frg;d.ft- m.9.99;rp.SS.00.	26.80 88-0	7.45 24-5	4.70 15-5	.....	Chio	Aristidis As- piotis	Alx. 03					
✠	495	ARIS, Pikschen. (4.02)	12	3/3, G	1.1.	G3m	208 180	Rss	02	Windau Wammas	P-C;ch.frg;(sal); sfb;car.3.06;rp.07.	29.20 95-10	8.17 26-10	3.51 11-6	.....	Windau	Snoting & C <sup>o</sup>	Plm. 1.07					

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD	SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			GROSS	Register				under deck	SHEATHING									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND													REPAIRS									
	DATE OF TERM																						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19					
✠	496	ARIZONA, Gundersen. (6.05)	13-3	5/6, G	1.1.	Bq 1 P-B	1184 1031 997	Nrw	82 O.06	St-John (N-B) O. Pittfield	Sp-PP-B-C.ch.m-frg. (sal);SS.95;rp.02;sfb; car.1.05.	56.10 184-0	10.10 36-6	6.81 22 5	==	Kragerø	C. A. Larsen	Chst. 2.06					
✠	497	ARKEN, Christensen. (1.05) 00-05	16	3/3, A	1.1.	3mG	272 238 249	Dan	05	Marstal J. O. Christensen	C-Ht;ch.m-frg; (sal);pP;d.ft-m.1.05	39.36 129-2	8.63 28-4	3.33 10-11	.....	Marstal	H. C. Christensen	Svdb. 1.05					
✠	498	ARKEN, Olsson. (5.01)	12-3	—	—	Glt	206 187	Sds	84 O.01	Oscarshamn C. Thorén	C-P.ch.m-frg;(sal);p. S.d.ft-m.10.97;rp.SS.94	32.97 108-2	7.13 23.5	3.40 11-2	.....	Brantevik	P. Mårtensson	Svdb02 c.v.02					
✠	499	ARLA (ex-Philip, Pettersson. (6.04)	16-4	5/6, G	1.1.	Glt	133 120	Sds	73 O.04	Faaborg R. Möller	C-Ht;ch.frg;sfb;SS.S7; p.P.94; car.6.04; rp.SS. 04.	27.83 91-4	6.45 21-2	3.23 10-7	.....	Viken	S. P. Bolin	hlsh. 4.06					
✠	500	ARMEX, Revel. P.C. 8-114 95-04 (9.06)	1	3/3, L	1.1.	Bq 1 P + Bq	2248 2016 1963	Frg	02 V.06	Nantes Chantiers Nantais	A;2 comp;D.16m50;R. 7m50 & 12m60;G.12m; rp-car.9.06.	84.54 277-5	12.31 40-5	6.91 22-8	56 1/2 59 1/2	Nantes	Cie Celtique Maritime	Chb. 11.06					
✠	501	ARMIDA, Eriksson. (9.93)	12-6	—	—	G3m	277 261 238	Sds	73 O.93	Sundsvall U. Hägglund	S-C.ch.m-frg;p.S(sal); grp.SS.93;d.ft-m.10.93	38.28 125-7	7.58 24-10	3.28 10-9	.....	Vätö	A. Andersson	Hrns96					
.	502	ARMIDE, Chelveder. (4.07) 02-02	13-2	5/6, G	1.1.	Glt	128 97	Frg	69 O.05	Dunkerque B. Derycke	C-Or.ch.ov-frg;sfb;p. n.90;(sal);SS.94;rp-car. 4.05.	25.50 83-8	6.20 20-4	3.55 11-8	.....	St-Brieuc	Sébert aîné	Brst 1.07 c.v.1.07					
✠	503	ARON, Andersen, A. K. 99-06 (4.06)	16	3/3, P	1.1.	Glt	55 46 50	Dan	06	Marstal L. J. Bager Jr	C-Ht;ch.frg;(sal); sfb.	21.20 69-7	5.65 18-6	2.10 6-11	.....	Marstal	Capt	Svdb. 4.06					
✠	504	ARON, Anderson. (4.06) —-06	9-5	3/3, P	1.1.	Glt	158	Rss	97 O.06	Windau Mesch	C-P.ch.fr.sfb;car. SS.4.06;rp.07.	28.04 92-0	6.78 22 3	3.28 10-9	.....	Windau	J. Mesch & M. Jansohn	Lo. 6.07					
.	505	ARON, Persson. (10.97)	11-3	—	—	Glt	32	Sds	— rc.97	Sodragarn	P-C-Ht.ch.frg. (sal);sfb.	14.99 49-2	5.20 17-1	2.11 6-11	.....	Warberg	G. Magnusson	Got. 97					
.	506	ARONA, M' Bride. (7.91)	11	—	—	3mG	579 532 516	Ang	91 O.98	Newport (N-S) J. H. Mosher	Sp-B-Ht-PP-C.ch.m. frg;(sal);d.ft-m.4.98.	48.66 159-8	10.66 35-0	3.93 12-11	.....	Windsor (N-S)	J. D. Spurr	Wds.93					
✠	507	ARONA, Ingvarsson. (5.05)	13	3/3, A	1.1.	G3m	324 310	Sds	05	Oscarshamn A. Carlsson	P-C;ch.m-frg;(sal); d.ft-m.10.06;rp.06	39.63 130-0	8.00 26-3	3.86 12-8	.....	Oscars- hamn	A. André	Hhg 10.06					
✠	508	AROS, Johansson. (8.88)	10	—	—	Glt	89 83	Sds	88 O.92	Figeholm A. Andersson	S-C.ch.frg;(sal); sfb;p.S;car.4.92.	26.00 85 4	6.80 22 4	2.44 8 0	.....	Figeholm	A. P. Hansson	Osch92					
✠	509	ARSENE, Noblanc. (5.03) 82-94	14-3	—	—	B-G	169 142	Frg	72 O.99	St-Malo J. Parnet	C-Or.ch.frg;sfb;p. n.87;rp.SS.91;car.2.05.	27.60 90-7	6.70 22 0	3.69 12 1	.....	Vannes	Capt (à Sené)	Chb. 2.05					
.	510	ARTHUR, Almeida. (6.98) (3/3, G. 1.1.)	10	...	...	Glt	66	Brs	98	Aveiro	ML-P;ch.m-frg;d. ft-m.10.00.	19.82 65 0	6.33 20-9	2.32 7 8	.....	Pernam- buco	A. P. Lapa d'Azevedo	Lisb.00					

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Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT L'ARMEMENT	ARMATEURS	DÉNIERS VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
✠ 511	ARTHUR, <i>Bertrand.</i>	(2.06)	13-2	3/3, G	1.1.	Glt	187 112	Frç	90 O.98	St-Malo <i>Gautier</i>	C-Or;ch.frg.sfb;p. n.03;car.1.06.	29.05 95-4	7.02 23-0	3.53 11-7	.....	Dahouet	Perniguel- Carfantan	St-M. 1.66	
✠ 512	ARTHUR-M.-GIBSON, <i>Stewart</i>	(7.90)	13	—	—	G-3m	884 296 276	Ang	90 O.97	Gibson (N-B) <i>J. Gibson</i>	Hk-Sp-PP-B-C;ch.m- frg;(sal);p. Spid.m.7.97; rp.00.	39.92 131-0	9.59 31-6	3.50 11-6	.....	St-John (N-B)	John Gibson	Bst. 00	
✠ 513	ARTHUR-SEWALL, <i>Gaffry.</i>	(1.04)	I	3/3, A	1.1.	4m 2 P	3029 29.9	Amr	99 V.04	Bath (Me) <i>A. Sewall &amp; Co</i>	A; 3 comp; 2 p. A; car.1.04.	100.58 330-0	13.71 45-0	7.82 25-8	.....	Bath (Me)	ArthurSewall & Co	dn. 9.06	
514	ARVIO, <i>Nordström.</i>	(10.06)	9-3	5/6, G	1.1.	Bq 1 P-B	800 765	Rss	71 O.06	Nystad <i>H. Kjälström</i>	P-S;ch.m.frg;sfb;rp- car.SS.10.06.Souff. 8.07.	54.26 178-0	11.27 37-0	6.10 20-0	.....	Nystad	J. Saarinen	Ab. 8.07 c.v. 8.07	
✠ 515	ARVOR, <i>Halna.</i>	(9.97)	13	...	..	Dy	55 37	Frç	97	Paimpol <i>Pilvin</i>	C-Or;ch.frg;sfb;rp. 02;car.2.02.	19.69 64-7	5.80 19-0	2.62 8-7	.....	St-Brieuc	Legualès de Mezaubran	Hv. 04	
516	ARWID, <i>Blase.</i>	(9.98)	6	—	—	Glt	84	Rss	98	Grosserben <i>Kura</i>	P-C.ch.fr;sfb.	19.23 63-1	6.10 20-0	2.82 9-3	.....	Windau	J. Blase	Lib. 98	
✠ 517	ARYAN, <i>Sörensen.</i>	(8.93)	13	3/3, A	1.1.	3m 2 P-B	2124 1939	Amr	93 O.01	Phippsburg (Me) <i>C.V. Minott</i>	C-PP.ch.m-frg; (sal);d.m.11.04;rp.06.	75.59 248-0	13.10 43-0	7.93 26-0	.....	Bath (Me)	C. V. Minott	N-Y. 8.06	
518	ASA (ex-Evening-Star), <i>Jo-</i> <i>hansson.</i>	(2.03) (3/3, G.1.1.)	12-6	...	..	Kt	80 89 89	Dan	86 O.03	Grampton	C-Or;ch.m-frg;SS. 03;d.ft-m.12.02.	24.30 79-9	6.50 21-4	3.17 10-5	.....	Keflavik	O.A. Olafsson (à Copenhague)	Cph. 03	
519	ASIA (ex-Antrim), <i>Bjorkmann.</i>	(7.06)	I	3/3, L	1.1.	Bq	978 929 898	Rss	64 V.06	Sunderland <i>WmDoxford &amp; Sons</i>	P;2comp;D.13m40;G. 12m10;1 p.P;rp-car.8.06	57.90 190-0	10.12 33-3	6.50 21-4	.....	Marishamn	Joh. Jansson	Ab. 7.06	
✠ 520	ASIE, <i>Humbert.</i>	(7.06)	I	3/3, L	1.1.	4 m 2 P	2820 2452	Frç	97 V.06	Rouen <i>Laporte &amp; Co</i>	A;2comp;D.25m76;G. 29m34;1p.A;1p.PP; car.8.06;rp.02.	95.55 313-6	13.26 43-6	7.35 24-1	63 1/2 66 1/2	LaRochelle	d'Orbigny, Faustin & Co	L-R. 8.06	
521	ASLAN (ex-Korats), <i>Hassin-</i> <i>oglou.</i>	(7.00)	12-3	—	—	Bq 1 P-B	579	Tre	75 O.00	Chio	C-Sp;ch ev frg;d.ft m. 3.98;grp.SS.95;rp.00.	46.00 150-11	9.00 29-6	6.10 20-6	.....	Constanti- nople	Geo.Saousso- glou	Cnst 00	
522	ASPASSIA, <i>Angeli.</i>	(9.00)	12-4	—	—	Bq 1 P-B	397	Gre	78 O.00	Syra	P-Ml-C;ch.m.fr;l. m.—;SS.00.	36.88 121.0	8.23 27-0	5.18 17-0	.....	Le Pirée	Bart-Ghizi	Smn 02 c.v.00	
✠ 523	ASSUNZIONE (ex-Lauretta-G.), <i>Soldani.</i>	(2.02)	13-4	—	—	Bk 1 P-B	160 152 160	Itl	78 O.02	Sestri-P.	C Mt Ml ch.m frg;d.ft m.8.99;SS.99;rp.02.	28.39 93-2	7.55 24-9	3.99 13-1	.....	Portofer- raio	Achille Bova	Lvn. 02	
524	ASTA (ex-Alma), <i>Hansen.</i>	(5.05)	I	3/3, G	1.1.	Lg	90 79 86	Dan	97 V.05	Helsingborg <i>T. Jönsson</i>	A; h6l; 2 comp; R. R. 2m90; 1 p. P; car.5.07; rp.04.	24.70 81-1	6.10 20-0	3.05 10-0	.....	Keflavik	H. P. Duus	Syn. 5.07	
✠ 525	ASTOR, <i>Friberg, A. S.</i>	(5.00)	10	3/3, P	1.1.	Glt	74 61	Sds	00 O.05	Eckerna Warf <i>J. Johansson</i>	A-C-P.ch.frg;sfb; rp-car.6.05.	21.70 71-2	6.17 20-3	2.59 8-6	.....	Styrö	Capt	Gat 6.05	

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER							SHEATHING								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND											REPAIRS								
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
	526	ASTREA, voir aussi ASTREA.																		
✠	527	ASTREA, Svane. (3.92) 05-05	16	3/3, A	1.1.	G3m	260 228 243	Dan	92 0.98	Rudkjöbing Joh. Boas	C-Ht;ch.m-frg; (sal);p.P;d.ft-m.9.06.	36.60 120-1	7.80 25-8	3.74 12-3	.....	Marstal	F.H.Andersen	Got. 9.06		
✠	528	ASTREA, Fredriksen. (12.04)	16-4	5/6, G	1.1.	Glt	187 122 129	Dan	81 0.05	Thurø C. Bom	C-Ht.ch.frg.sfb; SS.05;car.2.01.	27.40 90-0	6.53 21-5	3.23 10-7	.....	Svendborg	C. Bom	Svdb. 4.05 c.v.4.05		
✠	529	ASTRAL, Dunham. (8.05) CLAYTON APP. P. C.	I	3/3, L	1.1.	4 m 2 P	3292 2987	Amr	00 V.05	Bath (Me) A. Sewall & Co	A; 2 comp; rp-car. 9.07.	100.04 328-3	13.71 45-0	8.45 27-9	.....	New-York	Standard Oil Co	Phld. 9.07		
	530	ASTREA, voir aussi ASTREA.																		
✠	531	ASTREA (ex-Triumpho), dos Santos. (6.90)	13-2	—	—	BkG	218 192	Brs	74 0.87	Brake F. F. Nicolai	C-Ht-PP;ch.m-frg; (sal);d.ft-m.3.89.	29.0 95-2	6.6 21-8	3.52 11-7	.....	Rio-de-Ja- neiro	Cunha Alves & Souza	R-J. 91		
✠	532	ASTRID, Holmgren. (7.03)	13	3/3, G	1.1.	Glt	84 71	Sds	03	Kalmar S. L. Olsson.	P-C;ch.frg;(sal); sfb;car.5.06.	25.90 85-0	5.85 19-3	2.74 9-0	.....	Kalmar	F. O. Johans- son	Fish. 5.06		
✠	533	ASTRO (ex-Chaland-A.),..... (4.00)	I	—	—	—	279 265	Arg	00	Bremerhaven Seebeck & Co	A; 3 comp; car. 10.01.	46.00 150-11	8.75 28-8	2.02 6-8	.....	Buenos- Ayres	Nicolas Mihanovich	B-A.01		
	534	ASUNCION (ex-Miako), Sosvilla. (11.05)	12-1	—	—	Bq 1 P-B	557 513	Esp	69 0.99	Sunderland	CTPP-F;ch.m;grp SS.99;d.cv.10.99.	47.96 157-4	9.00 29-6	5.20 17-1	.....	Barcelone	Perez, Castro & Cie	Brc. 11.05 c.v.11.05		
✠	535	ATALANTA, Reinertsen. (11.06)	I	3/3, L	1.1.	Bq 2 P	1101 998 963	Nrw	86 V.06	Kiel GermaniaWerft	F; 2 comp;grp-96; car.10.06.	62.61 205-5	10.50 34-6	6.10 20-0	.....	Lillesand	O. & P. Knud- sen	Av. 11.06		
✠	536	ATHENA, Coffill. (10.88)	12	—	—	Bq 1 P-B	712 663 633	Ang	88 0.94	Avondale (N-S) Thos. Mosher	Sp-B-Ht-C.ch.m-frg; (sal);d.ft-m.11.98.	50.10 164-5	11.12 36-6	4.91 16-1	.....	Windsor (N-S)	Mark Curry	N-Y.01		
	537	ATHENA (ex-City-of-Athens), Aarøe. (12.04) 64-01	I	3/3, L	1.1.	3m 2 P-B	1226 1126 1163	Nrw	66 V.04	Greenock Ro- bert Steele & Co	F; 3 comp; 3 D. 10m40; G. 10m30; 2 p. bois; car.7.06.	70.02 229-9	10.41 34-2	6.91 22-8	.....	Kristiania	Aktieselskabet « Athena » (J. Johanson & Co)	8lt. 7.06		
✠	538	ATHENE, Rasmussen. (10.04)	16-3	3/3, L	1.1.	Bq 1 P-B	633 580 552	Nrw	81 0.05	Elsfleth J. Jürgens	C-Ht-PP.ch.m-frg;(sal); d.ft-m.3.05;SS.96;rp.06.	41.75 137-0	9.75 32-0	5.03 16-6	.....	Stavanger	Th. S. Falck	Stvg. 8.06		
✠	539	ATLANTIC, Rasmussen. (12.01)	13	3/3, A	1.1.	Bq G	297 270	Dan	01	Arendal A. Aanonsen	P-PP-C;ch.m-frg; (sal);d.ft-m.10.05.	33.52 110 0	7.72 25-4	3.66 12-0	.....	Marstal	J. C. Hansen	Cph. 10.05		
✠	540	ATLANTIC (ex-Bivadavia), Olsen. (6.01) 82-01	14-6	—	—	3m 2 P-B	2015 1852 1815	Nrw	81 0.01	Kingsport (N S) C. R. Burgess	Sp-PP-C-B;ch.m-frg; (sal);d.ft-m.7.04;grp.97; SS.01;rp.03.	73.10 247-0	13.53 44-4	8.11 26-7	=====	Stavanger	Thos.S.Falck	Sws. 04		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUPLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FLANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÉEMENT NOMBRE DE PONTS	Brut Net Sous le pont												
	DATES DU BREVET DU CAPITAINES ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	541	ATLANTIC (ex-Atlantico), Berntsen. (8.05)	I	3/3, A	1.1.	Bq 1 P-B	511 418 479	Nrw	69 V.05	Glasgow A. Stephen & Sons	F;p.n.00;rp.04; car.8.05.	41.81 137-2	8.86 29-1	3.15 16-11	.....	Tvede- strand	J. K. Christo- phersen	Av. 8.05	
✠	542	ATLANTIC, ..... (12.94)	13-3	—	—	Bk 1 P-B	287 264 255	Nrw	71 O.95	Fünfhausen J. F. Streng	C-Ht.ch.m-frg;(sal);p. n.84;rp.SS.92;d.ft m. 1.15.	35.68 117-1	7.87 25-10	4.26 14-0	.....	Arendal	E. Pedersen	Lvp. 97	
✠	543	ATLANTIC, Kramer. (4.04)	I	3/3, A	1.1. A.&C.P.	Glt	181 145 153	P-B	04	Groningen J. Th. Wilmsink	A-F; 2 comp; 1 D. 10m15; R. R. 8m50; car.10.06.	31.2 102-5	6.78 22-3	2.90 9-6	.....	Groningen	A. Kramer	Gng. 10.06	
✠	544	ATLANTIC, Rebetsky. (9.04) P.C. 6. 6-95 ELECTR. Chaland.	II	3/3, G	1.1. A.&C.P.	2 m	1181 1074 1050	Sds	04	Stockholm O.A. Brodin	A; 5 comp; 1 p.A.	71.93 236-0	12.19 40-0	4.57 15-0	.....	Sundswall	E.A. Enhör- ning	Stkh04	
✠	545	ATLANTIC, Olsson. (7.05) 98 - 01	13-6	5/6, L	1.1.	Bq 1 P-B	1033 955	Sds	76 O.95	Gefle O. A. Brodin	P-C.ch.m-frg;(sal); sff. & d.m.12.04;grp.SS.05	56.99 187-0	10.15 33-6	6.40 21-0	.....	Gefle	O. A. Brodin	Gll. 7.05	
✠	546	ATLANTIC, Johansson. (11.93)	14-3	—	—	Bq 1 P-B	531 485	Sds	67 O.95	Memel B. Pieper	C.sfb;p.S;rp.91;SS. 95;car.9.96.	44.19 145-0	9.29 30-6	5.79 19-0	.....	Norrtelje	K. E. Sand- gren	Hull 96	
✠	547	ATLAS, Poppen. (12.00)	13-1	—	—	Bk	289 261	Alm	77 O.99	Rostock W. Zeltz	C-Ht-PP.ch.m-frg;p.S; grp.S1;sal;rp.SS.93; sfb;car.8.99.	34.56 113-5	8.28 27-2	4.45 14-7	.....	Emden	G. & H. Aden	Hbg 01	
✠	548	ATLAS, Dart. (2.07) CLAYTON APP.	I	3/3, L	1.1.	4m Bq 2P	3750 3003	Amr	02 V.07	Bath (Me) A. Sewall & Co	A; 2 comp; D. 15m15; R. 13m70; G. 12m20; car.2.07.	100.10 328-5	13.70 45-0	8.45 27-9	.....	New-York	Standard Oil Co	Phld. 2.07	
✠	549	ATOM, Fide, O. A. (5.04) 90 - 05	12-6	3/3, G	1.1.	Glt	199 175 184	Nrw	94 O.04	Figeholm C. Hasselborn	P-C;ch.m-frg;(sal) sfb;rp-car.SS.5.04	30.90 101-5	6.90 22-8	3.49 11-6	.....	Stavanger	O. Helgevold & Co	Stvg. 8.06 c.v. 8.06	
✠	550	ATOUT, ..... Yacht à voiles.	16	R	...	Yacht	...	Frç	07	Petit-Gennevilliers Teulier	C-Ac-S;ch.ev;sfb.	8.46 27-9	1.84 6-0	.....	.....	Desouches	Paris 3.07		
✠	551	AUBÉPINE, Le Pellec.(3.04) 99 - 04	13	3/3, G	1.1.	Glt	115 88	Frç	04	Kerity Bonne	C-Or-Ht;ch.frg; sfb.	26.50 87-0	7.04 23-1	3.00 9-10	.....	Painpol	Le Magouron	Pmp. 4.06 c.v. 4.06	
✠	552	AUDA, ..... (8.99) (3/3, G.1.1.)	11	...	...	Glt	188 118 121	Sds	99	Uppesgrive J. Stradneck	P-C;ch.fr;(sal);sfb; car.10.03.	24.99 82-0	6.86 22-6	3.35 11-0	.....	Limhamn	.....	Hbg 03	
✠	553	AUDACIEUSE, Zoonekyndt. (10.06)	16-6	5/6, G	1.1.	Glt	128 101	Frç	78 O.06	Dunkerque A. Lefebvre	C-Or.ch.ev-frg;sfb;p. n.92;rp.92;car.SS.10.01	27.90 91-7	6.00 19-8	3.40 11-2	.....	Dunkerque	Ve A. Bellais	Bk. 2.07	
✠	554	AUDACIEUX, Paranthoen. (4.03) (3/3, P.1.1.)	13	...	...	Slp	22 13	Frç	03	Légué-St-Brieuc Meurisse	C-Or;ch-frg;sfb.	12.77 74-8	4.80 15-9	2.15 7-1	.....	Dahouët	F. Le Péchon	St-M03	
•	555	AUGUST, voir AUGUSTE.																	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES 13 14 15	BEAM IN METERS 16 17 18	DEPTH OF HULL IN METERS 19 20 21	FREE BOARD SALT WATER W.N.A. in inches 22	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY ROLLER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19															
•	556	AUGUST, <i>Busch.</i> 95-04	(6.06)	9-7	3/3, P	1.1.	Glt	111 94	Rss	04	Kielkond <i>Inmst</i>	P-C; ch.fr.; (sal); sfb.	23.34 76-7	6.48 21-3	2.74 9-0	.....	Arensburg	P. Wokröm	Riga 6.06													
✦	557	AUGUST, <i>Johansson.</i> 1.03	(1.03)	10-3	3/3, G	1.1.	B-G 3m	340 314	Sds	93 O.03	Emmasta/Dagö <i>J. Pobo</i>	P-C.ch-fr.sfb; (sal); car.8.06; rp.06.	36.76 120-7	9.02 29-7	4.11 13-6	.....	Fiskebaks- kil	A. Bengtsson	Card. 8.06													
✦	558	AUGUST, <i>Lindström.</i> (9.94)	(9.94)	12-3	—	—	Bq	346 312	Sds	72 O.94	Hernösand <i>F. Hagglund</i>	P.ch.m-frg; P. S; souff. pr.d.ft-m.9.04; SS.94. (sal); rp.87.	39.97 131-2	7.96 26-1	3.81 12-6	.....	Wätö	A. F. Anders- son	Hrns 98 c.v. 97													
✦	559	AUGUSTA, <i>Premuda.</i> — - 04 (3.92)	(3.92)	13	—	—	B-G 1 P-B	354 298	Aut	92 O.99	Lussimpiccolo <i>Martinolich frères</i>	C-Ml-P-Ht; ch frg. m. (sal); d. ft-m 3.99; rp.02.	32.15 105-6	7.62 25-1	4.70 15-5	.....	Lussimpic- colo	Martinolich frères	Trst.01 c.v.04													
✦	560	AUGUSTA, <i>Floury.</i> 85-03	(11.02)	13	3/3, G	1.1.	Glt	118 90	Frç	02	Paimpol <i>Perrot</i>	C-Or-Ht; ch.frg; sfb	27.24 89-5	6.95 22-10	3.02 9-11	.....	Paimpol	A. Floury (à Ploubazlanec)	Bx 1.07 c.v. 1.07													
•	561	AUGUSTA, <i>Lind.</i> (5.02)	(5.02)	10-3	—	—	Bq 1 P-B	418 388	Rss	60 O.02	Gefle	P-C.ch.m-frg; (sal); p.n. 84; grp.SS.90; rp.99; car. 4.00; sff.ft-S.4.00.	40.68 133-8	8.87 29-1	4.91 6-11	.....	Mariehamn	J. E. Gustafs- son	Hrns 02													
•	562	AUGUSTA ( <i>ex-Idolique.</i> ), ..... (3.01)	(3.01)	11-3	—	—	Bq 2 P-B	419 363	Sds	65 O.01	Shelburne (N-E)	C-Sp-B-Hk; ch.m-fr.sfb. 1/2 p.n.88; grp-car. SS. 8.01.	38.59 126-7	7.26 23-10	5.31 17-5	.....	Kalmar	P.A. Eriksson	Got. 01													
✦	563	AUGUSTA, ..... Petrol in bulk.	(10.03)	I	3/3, P	1.1.	Barge	212 202 193	Sds	03	Göteborg Lindholmens Verkstad	A; 8 comp.	30.00 98-5	6.70 22-0	3.45 11-4	.....	Malmö	C.P.Osterberg	Got. 03													
✦	564	AUGUSTA, <i>Johansson.</i> (4.94)	(4.94)	13	—	—	Glt	55 49	Sds	94	Halmstad <i>V. Frandsen</i>	C-P.ch.frg; sfb; (sal) p.P.	19.55 64-2	5.90 19-5	2.14 7-1	.....	Halmstad	O. A. Schele	Got. 94													
•	565	AUGUSTE, <i>voir AUGUST.</i>																														
•	566	AUGUSTE ( <i>ex-Max-&amp;Richard,</i> <i>Petry, W.</i> (3.05) 78-81	(3.05)	12-2	—	—	Glt	82 69 70	Alm	61 re.72 O.05	Swinemünde <i>C. Müller</i>	C.ch.fr.sfb; p.n.72; grp.SS.02; rp-car.3.05.	22.52 73-11	6.13 20-1	2.37 7-6	.....	Stettin	Capt (Politiz)	Stt. 3.07													
✦	567	AUGUSTE, <i>Scheel, R.</i> (3.02)	(3.02)	13-6	5/6, P	1.1.	Glt	76 66 79	Alm	77 O.02	Swinemünde <i>L. Freundt</i>	C-Ht.ch.frg.sfb; (sal); SS.98; rp-car.9.06.	20.1 66-0	5.8 19-0	2.68 8-10	.....	Barth	Capt (à Damgarten)	Brth. 9.06													
•	568	AUGUSTE, <i>Jouan.</i> (10.99)	(10.99)	11-2	—	—	Slp	27	Frç	66 O.99	Nantes	C; ch.frg; sfb; rp- car.10.99.	15.00 49-3	4.89 16-0	2.10 6-11	.....	Pont-Aven	J. Bergé	B-I. 99													
•	569	AUGUSTE-&ALFRED, <i>Lafont</i> (4.00)	(4.00)	8-2	—	—	Kt	56 23	Frç	91 O.00	Boulogne	C-Or; ch.fr.sfb; rp- car.3.00.	15.95 52-4	5.49 18-0	2.40 7-10	.....	Boulogne	Société des Car- rières de l'Ouest	St-M00													
✦	570	AUGUSTE-&CHARLES, <i>Garnier.</i> (9.05)	(9.05)	13-6	5/6, P	1.1.	Ctt	61 44	Frç	80 O.05	Nantes <i>J. Serestre</i>	C.ch.frg; sfb; rp-car. SS.10.05.	19.7 64-8	5.0 16-5	2.55 8-4	.....	Noirmou- tiers	Capt	B-I. 10.05													

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

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Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUVLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	571	AUGUSTE-&MARGUERITE, Guillet. (8.07)	13-6	3/3, G	1.1.	Dy	74 18	Frç	92 O.07	Paimpol Laboureur	C-Or;ch.frg;sfb; grp.94;car.8.07;rp.ss.07	21.00 68-11	5.70 18-9	2.95 9-9	.....	Brest	Capt	L-R. 8.	
✠	572	AUGUSTE-MARIE, Bernard, (9.05)	13	3/3, G	1.1.	Dy	67 50 64	Frç	05	Le Palais Gallo Conan	C-Or;ch.frg;sfb.	19.86 65-2	5.87 19-3	2.49 8-2	.....	Pornic	J. Moreau & Laraisons	B-I. 9.05	
.	573	AUGUSTE-MARIE, Lamy. (1.02)	12-4	—	—	Glt	60 41	Frç	rc.94 O.01	États-Unis	C-P-PP-Mr-Sp;ch.ev- frg;(sal);re.94;p.Sp.01; car.12.98;rp.04.	20.15 66-1	5.85 19-3	2.17 7-2	.....	St-Pierre- Miquelon	Yvon Frères	St-P.01 c.v.04	
✠	574	AUGUSTINE, Delahaye. (3.07)	16-6	5/6, G	1.1	Glt	134 105	Frç	79 O.07	Gravelines Legoulon fils	C-Or;ch.frg;sfb;(sal); p.S.02;rp-car.SS.2.07.	27.60 90-7	6.20 20-4	3.61 11-10	.....	Gravelines	Paul Gombert	Bk. 3.07	
.	575	AUGUSTINE (ex-Mischief), Renoux, St. (1.06)	10-2	3/3, G	1.1.	Glt	82 46	Frç	95 O.06	La Have(N-S)	Sp-B-Ht;ch.m-frg; (sal);sfb;car.10.02;rp.05	22.23 72-11	6.42 21-1	2.34 7-8	.....	St-Pierre- Miquelon	Lehoerff & Capt	St-P. 4.06 c.v. 4.06	
✠	576	AUGUSTO (ex-Aagot), . . . . (8.01)	13-6	—	—	G3m	315 283 270	Ptg	90 O.01	Soon Schinrud	C-B-PP-P;ch.m.frg; (sal);ld.ft-m.9.06;grp. SS.01.	40.22 131-8	8.89 29-2	3.50 11-6	.....	Lisbonne	Antonio P. da Costa	Lish. 9.66	
✠	577	AURELIE, Ollivier. 93-06 (2.99)	16	3/3, G	1.1.	Dy	89 71	Frç	99 O.06	Paimpol Y. Pilvin	C-Or;ch.frg;(sal); sfb;rp.00;car.3.04.	22.28 74-5	6.50 21-4	2.83 9-4	.....	Tréguier	Lemoigne (à Pleubian)	Pmp. 4.06 c.v. 4.06	
✠	578	AURORA, Eckhoff. 70-04 (7.05)	13-4	5/6, G	1.1.	Glo	92 72	Alm	77 O.05	Papenburg Ab. Beckmann	C-Ht.sfb;p.n.98;rp. car.SS.7.05.	22.9 75-0	6.0 19-8	2.59 8-6	.....	Geeste- münde	W. Schuch- mann	Was. 7.05	
.	579	AURORA, Poppe, H. (8.02)	11-1	—	—	Ev dv	45 36	Alm	80 O.97	O-ste P. Tiedemann	C-PP.sfb;1/2V;G-E.f.d. pl;p.S;SS.91;car.6.99	17.2 56-5	5.3 17-5	1.92 6-4	.....	Bremer- förde	Capt	Hbg 02	
✠	580	AURORA, Jørgensen.(12.01) (3/3, G. 1.1.)	14	...	...	Bq4m 1 P-B	1211 1070	Amr	01	Everett (Wash) Everett Ship- building Co	P;ch.m-frg;(sal); sfb.	67.42 221-3	12.90 42-4	5.35 17-7	.....	San-Fran- cisco	R. J. Tyson & Co	Syd. 03 c.v.03	
✠	581	AURORA (ex-Ellen), Poffler. 83-02 (3.02)	14-4	—	—	B-G	185 156 161	Dan	72 O.02	Blankenese J. Finck	C;ch.m-frg;sfb;(sal);p. PP.89.SS.s7;grp.95; car.8.04;rp.04.	30.51 100-1	6.76 22-2	3.37 11-1	.....	Marstal	G. Fr. Poffler	Svdb01	
.	582	AURORA, Malfatti. (12.03)	13-4	3/3, G	1.1.	B-G	94	Itl	90 O.03	Viareggio	C-P;ch.m-frg;sfb; rp-car.1.04.	25.15 82-6	6.80 22-4	3.10 10-2	.....	Livourne	Amabile Micheli	Gn. 11.05	
✠	583	AURORA, Wickström (5.07)	11-4	5/6, G	1.1.	G3m	310 270	Sds	75 O.07	Sundsvall	P-C;ch.m-fr;sfb; grp.04;rp-car.5.07	39.20 128-7	7.62 25-0	3.66 12-0	.....	Härfverö	A.G.Erikson.	Gf. 5.97	
✠	584	AUORE, Denès. 94-05 (10.04)	16	3/3, G A.&C.P.	1.1.	Glt	164 123	Frç	04	Paimpol Perrot	C-Or-Ht;ch.frg; (sal);sfb;p.P.	32.46 106-6	7.37 24-2	3.62 11-10	.....	Paimpol	J. Laurent	Pmp. 1.07 c.v. 1.07	
✠	585	AUORE, Le Berre. 99-02 (2.02)	13	3/3, G	1.1.	Dy	82 69	Frç	02	Kérity Bonne	C-Or-Ht;ch.frg; sfb.	21.75 71-4	6.60 21-8	2.90 9-6	.....	Paimpol	Morvan	Chb. 2.06	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHIPATHING — REPAIRS	LENGTH  IN METERS IN FEET AND INCHES	BEAM  IN METERS IN FEET AND INCHES	DEPTH OF HOLD  IN METERS IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY				
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
	DATE OF TERM																						
	2	3				4														5	6	7	8
•	586	AUORE, <i>Lemoël.</i> <i>02-03</i>	(1.05)	10-3	3/3, P	1.1.	Kt	52 45	Frç	89	Boulogne s/M	C-Or;ch.frg;sfb; grp.00;rp-car.9.05.	19.77 64-10	6.03 19-9	2.95 9-8	.....	Boulogne s/M.	Hautin-Dan- dre	B-I.	9.05			
✦	587	AUORE, <i>Guenne.</i> <i>85-04</i>	(9.03)	11-3	3/3, P	1.1.	Dy	51 33	Frç	93	Dieppe <i>Corue</i>	C;ch.frg;sfb;grp- 03;rp-car.2.04.	20.10 65-11	6.04 19-10	2.60 8-6	.....	Lannion	Briand	Bist	6.06			
✦	588	AUSILIO(ex-Leandro), <i>Cerese.</i> <i>(12.06)</i>	(12.06)	13-3	3/3, A	1.1.	Bq 1 P-B	659 692 575	Itl	79	Lussinpiccolo <i>R. Scopinich</i>	C-Ml-Ht-P;ch.m.frg; (sal);grp.SS.99;d.ft-m. 8.04;rp.04.	42.64 139-11	10.12 33-3	6.40 21-0	.....	Naples	M. A. Massa	Mrs	3.07			
✦	589	AUSTRA, <i>Werner.</i> <i>90-07</i>	(6.06)	12-4	5/6, G	1.1.	G3m	867 122	Rss	84	Mühlgraben <i>A. Ferle</i>	P-C.ch.frg;sfb;grp.92; souff.P.10.02;rp-car. 10.05;SS.07.	42.24 138-7	9.32 30-7	3.96 13-0	.....	Riga	Schiffahrts-Ge- sellschaft «Austra»	Riga	9.07			
•	590	AUSTRA, <i>Kirchstein.</i> (8.97)	(8.97)	3-6	—	—	Glt	128 116 122	R-s	96	Rojen <i>Muzneck</i>	P-C;ch.fr;sfb;car. 2.02;rp.02.	23.92 78-6	6.63 21-9	3.33 10-11	.....	Libau	Jacob Haaze	Gls	02			
✦	591	AUSTRALIA, ..... Barge.	(5.98)	I	—	—	2m 1 P-B	3745 3467	Amr	98	Chicago Shipbuilding Co Chicago	A; 4 comp; 1 p. A.	114.60 376 0	14.62 48-0	7.93 26-0	.....	Fairport	James Corri- gan	Chc.	98			
•	592	AUSTRALIA, <i>Donato.</i> (6.02) <i>94-04</i>	(6.02)	14-6	5/6, M	1.1.	Glt	99 94	Itl	75	Southampton <i>Inman</i>	C-T-PP;ch.m.frg; d.cv.99;rp.SS.02.	32.40 106-4	6.25 20-6	3.12 10-3	.....	Messine	A. Ajello & P. Costa	Mss.	04 c.v.04			
•	593	AUSTRALIA (ex-H.-Hackfeld), P.C. 5.6-80 (11.06) <i>Pedersen.</i> (10.04) <i>98-03</i>	(10.04)	I	3/3, L	1.1.	Bq 2 P-B	1814 1249 1199	Nrw	65	Dublin <i>Walpole &amp; Webb</i>	F;2 comp;D.14m30;G. 10m60;2p.b;car.10.06; rp.06.	65.90 216-2	10.76 35-4	6.99 22-11	.....	Kristiania	Aktieselskabet «Australia» (J. Johanson & Co)	Gls	11.06			
✦	594	AUSTRUMS, <i>Behrisen.</i> <i>95-06</i> (10.95)	(10.95)	12	—	—	B-G 3 m	398 389	Rss	95	Ruthern <i>Krause</i>	P-C;ch.frg; (sal); d.ft.z.12.04;rp.03.	41.23 135-3	8.74 28-8	4.17 13-8	.....	Riga	J. Schnore & Co	Card. c.v.1.07	1.07			
•	595	AUSTRUMS, <i>Leezenek.</i> (8.03) <i>00-05</i>	(8.03)	8	3/3, P	1.1.	G3m	128 109	Rss	03	Stalsen <i>Buding</i>	P-C; ch. frg; (sal); sfb;car.9.07.	25.90 85-0	7.19 23-7	3.15 10-4	.....	Windau	Gail & Co	Riga	9.07			
✦	596	AUTOMNE, <i>Perquier.</i> (8.04)	(8.04)	13-4	3/3, A	1.1.	Bq 1 P-B	316 273	Frç	82	St-Malo <i>L. Mallard</i>	C-Or.ch.m.frg;(sal);SS. 04;d.ft.m.S.0;rp.07.	36.92 121-2	7.91 25-11	4.21 13-10	.....	Fécamp	G. Anquetil	Fcp	2.07			
✦	597	AVANCE, <i>Eriksson.</i> — 00	(1.07)	13-4	5/6, G	1.1.	Glt	131 113 128	Sds	72	Marstal <i>H. J. Bager</i>	C-Itt.ch.frg;sfb;grp. SS.01;rp-car.7.04.	26.30 86-4	6.71 22-0	3.30 10-10	.....	Helsing- borg	Oberg & Horndahl	Svdb.	2.07			
•	598	AVENIR, <i>Antierens.</i> (6.07)	(6.07)	13	3/3, P	1.1.	Dy	58 39	Blg	07	Ostende <i>A. Hamman</i>	C-Or-PP;ch.frg; sfb.	22.57 74-0	5.95 19-6	2.60 9 2	.....	Ostende	L. Janssens & Ch. Mestdagh	Ost.	9.07			
✦	599	AVENIR, <i>Bouteau.</i> (6.95)	(6.95)	13	3/3, P	1.1.	Dy	44 30 39	Frç	95	Nantes <i>P. Sevestre</i>	C-Or.ch.frg;sfb; car.7.02.	17.17 56-4	5.39 17-9	2.21 7-3	.....	Ile d'Yeu	Minaud	B-I. c.v.9.06	9.06			
•	600	AVENTURE (ex-Adventurer), <i>Daguerre.</i> (2.07)	(2.07)	9-2	3/3, P	1.1.	Glt	64 48	Frç	93	La Have (N-S)	C-Sp-Mr-P.ch.m- ft;(sal);sfb;p.n.06;rp.06; car.11.06.	18.84 61-11	6.38 20-11	2.63 8-8	.....	St-Pierre- Miquelon	La Morue Française	St-P.	1.07			

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT. NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX DOUBLAGE — RÉPARATIONS		LONGUEUR EN PIEDS ET POUCES	LARGUEUR EN PIEDS ET POUCES	CREUX DE CALE EN PIEDS ET POUCES	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																												
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			CÔTE				Brut Net Sous le pont	ANNÉE de la construction			PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES	LARGUEUR EN PIEDS ET POUCES								CREUX DE CALE EN PIEDS ET POUCES	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL			DIVISION & TERME	CÔTE	Brut Net Sous le pont																						ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES	LARGUEUR EN PIEDS ET POUCES	CREUX DE CALE EN PIEDS ET POUCES	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE													
	DATE DU TERME																																					DIVISION & TERME	CÔTE	Brut Net Sous le pont	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES	LARGUEUR EN PIEDS ET POUCES	CREUX DE CALE EN PIEDS ET POUCES	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	2	3	4																																															
✠ 601	AVIO, Davidsson.	(9.06)	9-3	3/3, G	1.1.	Bq 1 P-B	451	Rss	90 O.06	Loko J. Sottha	P-S.ch.fr.sfb;(sal); sff.ft.S.9.02;ss.02;rp.06	44.10 144-5	9.0 30-5	4.70 15-5	.....	Nystad	I. K. Ahlsten	Åbo c.v.6.06	6.06																															
✠ 602	AVON, Avegno.	(8.07)	12-3	3/3, A	1.1.	3 m 1 P-B	1477	Itl	87 O.97	Avondale (N-S) Thos. H. Mosher	Sp-B-Ht-C.ch.m-frg; (sal);p.Spd.ft-m.S.07.	67.91 222-10	12.65 41-6	7.32 24-0	62 1/2 65 1/2	Gènes	Schiaffino Rosasco & Co	Co.	8.07																															
✠ 603	AVONIA, Porter.	(10.04)	12-4	3/3, L	1.1.	Bq 2 P	1703 1629 1472	Ang	86 O.04	Hantsport (N-S) J. B. North	Sp-B-Ht-C.ch.m-frg; (sal);d.ft-m.6.04;SS.98 rp.07.	69.79 229-0	12.80 42-0	7.32 24-0	63 1/2 68 1/2	Windsor (N-S)	J. B. North	Card.	4.07																															
✠ 604	AVONTUEUR, .....	(8.04)	I	3/3, P	1.1.	Tk dv 1 m. bsc.	82 63 70	P-B	04	Noordhorn Geb. Barkmetjer	A; 2 comp; GE. fd. plt;car.7.06.	25.13 82-6	5.03 16-6	1.94 6-4	.....	Appinga- dath	R. Groene- wold	Gag.	7.06																															
• 605	AVU, Piispa.	(5.06)	8-5	3/3, P	1.1.	Glt	82 78 77	Rss	05	Weckelaks J. Kelkka	P.ch.fr;(sal);sfb.	22.30 73-2	7.20 23-8	2.51 8-3	.....	Wiborg	A. Piispa & Capt	Wib.	4.06																															
• 606	AVVENIRE, Pieraccini.	(1.04)	13-3	3/3, G	1.1.	B-G	105 99	Itl	88 O.03	Viareggio	C-P;ch.m-frg; d.ft. m.1.04;rp.04.	25.81 84-8	6.80 22-4	3.08 10-1	.....	Livourne	Giov. Pezzini (à Viareggio)	Lvn.	1.06																															
• 607	AWITÄ, Wain.	(5.07)	8-2	3/3, P	1.1.	Glt 3 m	161 116	Rss	98 O.07	Kidemeg Strand. P. Hansberg & M. Onn.	C-P;ch.fr;sfb;(sal); car.5.07.	.....	.....	.....	.....	St-Peters- bourg	Sim Pan, P. Hansberg & M. Onn	Pth.	5.07																															
✠ 608	AXEL, Jensen, O. P.	(12.97)	16-3	—	—	Glt	68 57 66	Dan	68 O.93	Rudkjöbing P. Boas	C-Ht;ch.fr;g.sfb;p.n.92; rp.SS.93;car.3.97.	20.2 66-3	5.7 18 8	2.83 9-4	.....	Svendborg	Capt. (Thurö)	Svdb98 c.v.98	98																															
✠ 609	AXEL (ex-Cónfluentia), .....	(11.00)	15-2	—	—	Bq 1 P-B	371 352 331	Rss	74 O.95	Rostock W. Zeltz	C-Ht-PP;ch.m-frg;gpn. 80;(sal);rp.91;SS.89. d.ft-m.11.94.	35.78 117-5	7.77 25-6	5.00 16-5	.....	Raumo	O. W. Ekroos	Åbo 00 c.v.00	00																															
• 610	AZIRA, Fèrm.	(3.06)	12-3	3/3, G	1.1.	B-G	155 131 129	Sds	89 O.06	Bergen	P-PP;ch.m-frg;(sal); sfb;SS.04;rp.car.3.06.	28.69 94-2	7.63 25-0	3.30 10-10	.....	Lysekil	J.E.Lindblom	Hsb.	3.06																															



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE	FLAG	YEAR of construction	PORT OF CONSTRUCTION	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREEBOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER							GROSS Register under deck	SHEATHING								REPAIRS
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
DATE OF TERM			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
+	1	B.-P.-CHENEY, <i>Humphreys</i> . (8.91)	14-4	—	—	3 m 2 P	1322 1200	Amr	74 O.91	Bath <i>Goss &amp; Sawyer</i>	C-B-Ht-Hk-PP.ch.m. fr;d.ft-m.2.91;(sal);p. PP. & Sp;SS.91.	59.70 196-0	11.78 38-7	7.37 24-2	.....	San-Fran- cisco	L. A. Peder- sen & C <sup>o</sup>	Ykh.92			
+	2	BABETTE, <i>Martin</i> . (6.00)	13	3/3, G	1.1.	Glt	166 128	Frç	00	Kerity <i>Bonne</i>	C-Or-Ht;ch.m-frg; sfb;car.11.06.	31.45 103-2	7.40 24-3	3.70 12-2	.....	Paimpol	L. Buhot-de Launay	Pmp. 2.07			
+	3	BABIN-CHEVAYE, <i>Lacroix</i> . P. C. 8-114 (10.06)	11	3/3, L	1.1.	Bq 1 P+Bp	2174 1930 1951	Frç	01 V.06	Nantes <i>Chantiers Nan- tais</i>	A; 2 comp. D. 16m50; R. 7m50 & 12m60; G. 12m; rp.06; car.10.06.	84.44 277-1	12.31 40-5	6.87 22-6	58 61	Nantes	Bureau frères & Baillergeau	8rst 11.06			
.	4	BAHRI-MOUHIT (ex Oceano), <i>Osman</i> . (6.03)	12-3	—	—	Bq 1 P-B	438	Tre	76 rc.03	Syra	C-P;ch.m-frg;p.P. 90;d.ft-m.6.03.	42.50 139-6	9.15 30-0	6.05 19-10	.....	Constanti- nople	Mousta Bey Fureya	Cnst 03			
.	5	BAIT-BILL, <i>Domalain</i> . (4.06)	8-3	5/6, G	1.1.	Glt	72 51	Frç	84 O.05	Stalls Bay (T-N)	P-S.ch.fr.sfb;p.S.94 grp.05;car.4.06.	21.97 72-2	6.90 19-11	2.46 8-1	.....	Cancale	Gaston Monier (à Bordeaux)	St-P. 4.06			
+	6	BALDUIN, <i>Bartels, H.</i> (7.99)	13-4	—	—	Ev dv	87 35	Alm	82 O.99	Cranz <i>H. Sietas</i>	C.sfb.1/2V.f.d.plt; p.S;car.7.99.	13.7 45-0	4.8 15-9	1.72 5-8	.....	Hamburg	Capt (Neuenfelde)	Hbg 00			
+	7	BALDUR, <i>Lorentzen</i> . 92-04 (12.01)	16-7	3/3, L	1.1.	Bq 1 P-B	719 657 626	Nryw	83 O.02	Hammelwarden <i>J. F. Strenge</i>	C-Ht-PP.ch.m-frg; (sal);d.ft-m.7.04; grp.04.SS.02.	50.22 164-9	10.20 33-6	5.92 19-5	.....	Trondhjem	H. G. Jürgens	Ld. 04			
.	8	BALTASAR, <i>Gibert</i> . (7.90)	12-4	—	—	Bk 1 P-B	200 190	Esp	62 O.90	Loano	C.ch.d.ev.7.90;grp. SS.90.	28.29 92-10	7.62 25 0	4.01 13-1	.....	Cadaqués	B. Barraras	Brc. 90			
+	9	BALTIC, <i>Kramer, H.</i> (5.05) 99-05	11	3/3, G	1.1.	Tjkdv 1 mbse	100 74 88	P. B	05	Noordhorn <i>Gebr. Barkmeyer</i>	A; 2 comp; 1/2 D.2m50; R.5m; 1 p.A;rp-car. 2.07.	26.89 88-3	5.81 19-1	2.25 7-5	.....	Groningen	Capt	Hbg 2.07			
+	10	BALTIC, <i>Mansson</i> . (5.07) P. C. 5-71 (5.07)	11	3/3, G	1.1.	2m	1056 968 966	Sds	99 V.07	Gefle <i>O. A. Brodén</i>	A; 5 comp; 1 p.A; rp-car.5.07.	69.31 227-5	12.19 40-0	4.57 15-0	.....	Sundsvall	Rederi Aktiebo- laget «Höfding» (E. A. Enhörning)	Stkh. 5.07			
+	11	BALTIMORE, <i>Malcolm</i> . (1.88)	13	—	—	Bq 2 P	723 671	Amr	88 O.94	Baltimore Wm <i>Skinner &amp; Sons</i>	C-PP-Hk-Cd.ch.m-frg; (sal);p.P;d.ft-m.5.98.	49.70 163-0	10.66 35-0	5.23 17-2	.....	Baltimore	Thornton, Rollins & C <sup>o</sup>	Blt. 98			
+	12	BALTZER, <i>Melbard</i> . (5.06) 89-07	12-6	3/3, G	1.1.	B-G 3 m	943 300	Rss	94 O.07	Adiamünde <i>Alkstenen</i>	P-C;ch.frg;(sal); sfb;rp-car.SS.5.07.	40.18 131-3	8.79 28-6	4.22 13-10	.....	Riga	J. Baltzer & Gebr. Grewe	Riga 5.07			
.	13	BANARMIOTTIS, <i>Lambos, G.</i> (10.00)	12-4	—	—	Bmb	73	Tre	92 O.00	Syra	C-P;ch.m-fr;d.ev. 98.	16.15 53-0	6.40 21-0	2.74 9-0	.....	Chios	Capt	Alx. 00			
+	14	BANGPUHTIS, <i>Reison</i> . (10.01) 87-02	12	3/3, G	1.1.	3mG	258 218	Rss	01	Windau	P-C;ch.frg;(sal); sfb.	33.52 110-0	7.57 24-10	3.61 11-10	.....	Windau	Martinson & C <sup>o</sup>	Flm. 4.06			
.	15	BANKEN, <i>Larsson</i> . (5.00)	10-6	—	—	Glt	90 87	Sds	77 rc.00	Oscarshamn	C-P;ch.frg;(sal); sfb;car.SS.4.00.	23.20 76-1	6.68 21-11	2.29 7-6	.....	Oscars- hamn	J. Malmberg	Osch 00			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

BAR

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIEAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN PIÈDES ET POUÇES	LARGEUR — EN MÈTRES	CREUX DE CALE — EN PIÈDES ET POUÇES	FRANC BORD EAU SALEP H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
.	16	BANORMIOTTI, <i>Lindicas</i> . (10.01)	12-5	—	—	Glt	59	Gre	98 O.01	Syra	C-P;ch.cv.frg;sfb.	17.70 58-1	7.00 23-0		.....	Syra	Photios Lin- dicas	Alx. 01
✝	17	BAPTISTE-&EUGÉNIE, <i>Rabuchon</i> .(8.03)	14-2	—	—	Kt	63 31	Frç	70 O.03	Paimbœuf <i>Baudet &amp; Co</i>	C-Or.ch.frg.sfb;p. S;SS 86;rp.89;car.2.03.	16.3 53-6	5.3 17-5	2.37 7-10	.....	Lannion	Pierre Galéry (à Perros)	Pmp.03 c.v. 03
✝	18	BARFOD ( <i>ex-Neophyte</i> ),..... (3.99)	11-4	—	—	Bq 1 P-B	1127 1017 982	Nrw	82 O.99	Church-Point (N-S) <i>Lovitt &amp; Co</i>	Sp-B-Ht-C.ch.m-fr; (sal);grp.85;SS.94;d.ft- m.7.01;rp.99.	60.50 198-8	11.40 37-3	6.03 19-9	=====	Langesund	Aktieselskabet « Barfod » (H. Christensen)	Chrt.01
✝	19	BARGE-A.,..... (10.00)	I	—	—	— 1 P-B	1162	Amr	00	St-Louis (Mo) <i>St-Louis Steel Barge Co</i>	A; 6 comp.	80.47 264-0	12.19 40-0	4.27 14-0	.....	St-Louis (Mo)	St-Louis Steel Barge Co	Clv. 00
✝	20	BARGE-A-CLAPETS-I,..... <i>Chaland</i> . (8.06)	I	3/3, R	1.1. ....	....	150	Egp	06	Willebroeck <i>Sté de Construct.</i>	A; 5 comp.	35.00 114-10	5.60 18-4	2.45 8-0	.....	Suez	Cie Universelle du Canal Mari- time de Suez	Av. 8.06
✝	21	BARGE-A-CLAPETS-II,..... <i>Chaland</i> . (8.06)	I	3/3, R	1.1. ....	....	150	Egp	06	Willebroeck <i>Sté de Construct.</i>	A; 5 comp.	35.00 114-10	5.60 18-4	2.45 8-0	.....	Suez	Cie Universelle du Canal Mari- time de Suez	Av. 8.06
✝	22	BARGE-A-CLAPETS-III,..... <i>Chaland</i> , (8.06)	I	3/3, R	1.1. ....	....	150	Egp	06	Willebroeck <i>Sté de Construct.</i>	A; 5 comp.	35.00 114-10	5.60 18-4	2.45 8-0	.....	Suez	Cie Universelle du Canal Mari- time de Suez	Av. 8.06
✝	23	BARGE-A-CLAPETS-IV,..... <i>Chaland</i> . (11.06)	I	3/3, R	1.1. ....	....	150	Egp	06	Willebroeck <i>Sté de Construct.</i>	A; 5 comp.	35.00 114-10	5.60 18-4	2.45 8-0	.....	Suez	Cie Universelle du Canal Mari- time de Suez	Av. 11.06
✝	24	BARGE-A-CLAPETS-V,..... <i>Chaland</i> . (11.06)	I	3/3, R	1.1. ....	....	150	Egp	06	Willebroeck <i>Sté de Construct.</i>	A; 5 comp.	35.00 114-10	5.60 18-4	2.45 8-0	.....	Suez	Cie Universelle du Canal Mari- time de Suez	Av. 11.06
✝	25	BARGE-A-CLAPETS-VI,..... <i>Chaland</i> . (11.06)	I	3/3, R	1.1. ....	....	150	Egp	06	Willebroeck <i>Sté de Construct.</i>	A; 5 comp.	35.00 114-10	5.60 18-4	2.45 8-0	.....	Suez	Cie Universelle du Canal Mari- time de Suez	Av. 11.06
✝	26	BARGE-B.,..... (10.00)	I	—	—	— 1 P-B	1162	Amr	00	St-Louis (Mo) <i>St-Louis Steel Barge Co</i>	A; 6 comp.	80.47 264 0	12.19 40-0	4.27 11-0	.....	St-Louis (Mo)	St-Louis Steel Barge Co	Clv. 00
✝	27	BARGE-N°-6,..... (2.03) (3/3, G.1.1.)	12	...	...	2 m	566 536 518	Ang	03	Parrsboro'(N-S) <i>W. R. Huntly</i>	Sp-B-C;ch.m-frg; (sal);sfb.	51.82 170-0	6.78 35-5	3.80 12-6	.....	Parrsboro' (N-S)	Cumberland Railway & Coal Co (à Montreal)	N-S. 03
✝	28	BARGE-N°-7, <i>Wadman</i> . (7.03) (3/3, G.1.1.)	12	...	...	Bq Glt	566 536 518	Ang	03	Parrsboro'(N-S) <i>W. R. Huntly</i>	Sp-B-C;ch.frg; (sal);sfb.	52.07 170-10	10.76 35-4	3.79 12-5	.....	Parrsboro' (N-S)	Cumberland Railway & Coal Co (à Montreal)	St-J. 03
✝	29	BARON-HOLBERG ( <i>ex-Blenda</i> ), ..... (10.98)	12-3	—	—	Bq 1 P-B	618 560 537	Nrw	77 O.99	Söderhamn <i>J. Rast</i>	P C;ch.m-frg;(sal);SS. 90;rp.99;d.ft-m.3.99.	48.59 159-5	9.30 30-6	4.99 16-4	.....	Laurvig	Aktieselskabet Baron Holberg Joh. Johnsen	Lvp. 00 c.v. 09
.	30	BARONE-CURRO( <i>ex-Armonia</i> ). <i>Mirabella</i> . (7.04)	13-3	—	—	G3m 1 P-B	499 119 484	ftl	75 O.04	Meta	C-P;ch.m-frg;SS. 99;d.ft-m.9.99;rp.04.	41.65 136-10	9.25 30-4	5.65 18-6	.....	Catania	F. Pidatella	Npl. 1.07

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS		MATERIALS — SHEATHING — REPAIRS		LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN METERS	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY					
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS		gross — Register — under deck	YEAR of construction			PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS								DEPTH OF HOLD  IN METERS	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																										
	DATE OF TERM																										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19									
	31	BARTIMEUS ( <i>ex-Hermod</i> ),..... (5.88)	11-3	—	—	Glt	170 160 149	Sds	60	Rönne	C-P.ch.m.sfb;rp- car.SS.4.88.	31.87 104-7	6.74 22-1	3.38 11-1	.....	Brantevik	T. Tufvesson	Hlsb.91									
	32	BASILIOS, <i>Lyras</i> . (3.99)	12-3	—	—	3mG 1P-B	427 405	Grc	92	Syra <i>A. Livadaros</i>	C-P; ch.m-frg;d.m. 3.93;rp.99.	40.70 133-7	8.78 28-10	6.15 20-2	.....	Syra	N. Lyras	Cnst.02 c.v.00									
✠	33	BASSUSSARRY, <i>Belliot</i> . (10.99)	12	3/3, G	1.1.	Glt	250 201	Frç	99	Liverpool (N-S) <i>D. C. Mulhall</i>	Sp-B-C-Ht-P;ch.m.frg; sfb;(sal);grp.01;rp.02; car.2.07.	23.92 108-0	7.93 26-0	3.30 10-10	.....	St-Malo	La Morue Française	St-P. 2.07									
	34	BATAVIA, <i>Berthelot</i> . (3.03)	3-6	5/6, G	1.1.	Glt fr.	109 79	Frç	88	Lunenburg (N-S)	Sp-Ht;ch.m-frg; sfb;p.n.03;rp-car.5.05.	26.65 87-6	7.53 24-8	2.74 9-0	.....	St-Servan	P. Gautier ( <i>&amp; St-Pierre- Miquelon</i> )	St-M. 3.07 c.v. 3.07									
✠	35	BATEAU-FEU, . . . . . (5.06)	I	3/3, R	1.1.	3m 2P	225	Tre	06	Port-de-Bouc <i>Chantiers de Provence</i>	F; 3 comp; 2 p. F.	30.00 98-5	7.20 23-8	4.20 13-9	.....	Constanti- nople	Sté Internationa- le de Sauvetage de la Mer Noire	Mss. 5.06									
✠	36	BAYARD, <i>Poilret</i> . (8.05) P.C.8-114 01-05 (7.07)	I	3/3, L	1.1.	Bq 1P-B	2200 1969 1951	Frç	01 V.06	Chantenay <i>Chantiers Nantais</i>	A;2comp;D.16m50;R. 7m50&12m60;G.12m; rp.03;car.7.07.	84.44 277-1	12.31 40-5	6.87 22-9	58 61	Nantes	Bureau Frères & Baillergeau	Hbg 7.07									
	37	BAYARD, <i>Cantegreel</i> . (9.98) (3/3, G. 1.1.) Machine auxiliaire.	13	...	...	Dy	145 68	Frç	98	Boulogne <i>Batreux</i>	C-Or;ch.frg;sfb.	28.69 94-2	7.78 25-2	3.72 12-2	.....	Boulogne	Th. Huret	Dk. 98									
	38	BAYONNAISE ( <i>ex-Edith-M.-In- nis</i> ), <i>Pichon</i> . (2.07)	13-4	3/3, G	1.1.	Glt	86 50	Frç	92	Essex (Mass)	C-PP;ch.m-frg; (sal);sfb;car.12.05;rp.07.	24.99 82-0	6.91 22-8	2.72 8-11	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.07 c.v. 1.07									
✠	39	BAYONNE, <i>Beaudry</i> . (12.05) P.C.6-85 96-05 (12.05)	I	3/3, L	1.1.	3m 1P+Bp	2588 2241 2144	Frç	01 V.05	St-Nazaire <i>Chantiers de St-Nazaire</i>	A; 2 comp; D. 18m60; 13.20m80;R. 7m90 & 14m; G.13m60;rp.05;car.9.06.	86.21 282-10	13.42 44-0	6.90 22-8	48 ½ 51 ½	Bayonne	Sté Bayonnaise de Navigation	Hbg 9.06									
✠	40	BEARN-&-BRETAGNE, <i>Busson</i> . (10.97)	13	3/3, A	1.1.	3mG 1P-B	392 287	Frç	97	Binie <i>L. Minier</i>	C-Or;ch.m.frg;d.ft. m.1.04;rp.04.	42.12 138-2	9.42 30-11	4.30 14-1	.....	St-Malo	G. Huet & Co (St-Servan)	St-M. 2.06									
	41	BÉARNAISE, <i>Prodhomme</i> . (4.06)	9-2	5/6, P	1.1.	Glt	55 31	Frç	82 13.96 O.05	Lunenburg (N-S)	Mr-Ht-B-Sp-P;ch.m- frg;sfb;(sal);p.Sp.96; rp.05;car.1.05.	19.33 63-5	6.10 20-0	2.44 8-1	.....	St-Pierre- Miquelon	La Morue Française	S-P. 1.06 c.v.05									
✠	42	BEATA, <i>Cathou</i> . (5.06) 05-06	13	3/3, G	1.1.	Dy	102 81	Frç	06	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg;sfb	24.89 21-8	7.00 23-0	2.77 9-1	.....	Tréguier	Capt	Pmp. 6.06									
	43	BEATRICE-HANNAH, <i>Nurse</i> . (2.99)	12-3	—	—	Kt	84 68 82	Ang	88 O.99	Bridgewater <i>Carver</i>	C-PP;ch.frg;car.SS. 2.99;rp.02.	24.08 79-0	6.18 20-3	2.60 8-6	=====	Gloucester	John Nurse	Flm.02 c.v.02									
✠	44	BEAUMANOIR, <i>Trigodet</i> . P.C.6-85 01-03 (7.04) (1.07)	I	3/3, L	1.1.	Bq 1P-B	1611 1422	Frç	99 V.04	Nantes <i>A. Dubigeon</i>	A;2 comp;D.14.50;R. R.4m90;R.X.12m80; G9m;p.PP;rp.02;car.2.07	75.66 248-3	11.22 30-10	6.58 21 7	55.0 58.0	Nantes	L. Bureau & Fils	Lvp. 2.07									
	45	BEAUTÉ, <i>Büddig, P.</i> (10.95)	12-2	—	—	Sng dv. 4m	41 32 37	Alm	66 O.95	Nübbel <i>H. Weber</i>	C-Ht.sfb;p.S;SS. 92;rp-car.9.95.	16.8 55-0	4.9 16-0	1.68 5-6	.....	Dellstedt	Capt	Flsb.95									

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



**BEL**

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIEAUX — DOUBLAGE — REPARATIONS	LONGUEUR EN PIEDS ET POUCHES	LARGEUR EN PIEDS ET POUCHES	CREUX DE CALE EN PIEDS ET POUCHES	PLANC EAU SALÉE H A N en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		Brut — Net — Sous le pont												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
•	46	BEBELLE (ex-Luciole), <i>Silliam</i> Yacht. (12.97)	12-3	—	—	Ctt	14	Frç	91 O.97	Havre <i>Lemarchand</i>	C-PP.ch.cv-frg;d. m.95.	19.50 64-0	3.65 12-0	2.55 8-4	.....	Cette	Emmanuel Laurent (à Montpellier)	Ctt. 97	
✦	47	BEDA, <i>Andersson, B.</i> (10.99) 80-99 (3/3, G. 1.1.)	12	...	..	Glt	116 98	Sds	99	Oscarshamn <i>C. Thorén</i>	P-C; ch.m-frg;(sal); sfb;grp-car.5.03.	26.32 86-4	6.53 21-5	2.76 9-1	.....	Brantevik	Capt	Got. 03	
✦	48	BELÉM, <i>Chauvelon.</i> (10.04) 99-01	I	3/3, L	1.1.	Bq	528 435 473	Frç	96 V.04	Nantes <i>A. Dubigeon</i>	A; 2 comp; D. 11m45; R.6m70; G.8m;p.T; rp.07; car.10.06.	50.96 167-11	8.80 28-11	4.57 15-0	.....	Nantes	Demange	Nt. 7.07	
✦	49	BELÉN, <i>Boudrot.</i> (2.05) P.E. 91-01 (9.06)	I	3/3, L	1.1.	Bq	2301 1987	Frç	01 V.05	St-Nazaire <i>Chantiers de la Loire</i>	A; 2 comp; D. 17m; R. 6m35 et 12m65; G. 11m80; car.9.06; rp.05.	85.43 280-4	12.24 40-2	6.93 22-9	56 1/2 59 1/2	Nantes	Cie Celtique Maritime	Glsq. 9.06	
✦	50	BELIZE, <i>Jonasson.</i> (3.04)	I	3/3, A	1.1.	G3m	324 295 300	Sds	96 V.04	Malmö <i>Kockums Mek. Verkst.</i>	A; 3 comp;p.A; car. 7.06.	36.30 119-0	9.00 29-5	3.66 12-0	.....	Helsing- borg	And. Nilsson	Hlsb. 7.06	
•	51	BELLA-DOLORES, <i>Talavera,</i> A. (5.96)	12-4	—	—	Bk	287 226	Esp	56 re. 78 O.96	Lloret	C-Ml.ch.cv;p.P.76; SS.87;d.m.9.91;rp.90.	31.09 102-0	7.77 25-6	4.91 16-1	.....	Barcelone	Capt	Brc. 96 c.v.96	
•	52	BELLA-MALTA (ex-Frattelli- Bambara), <i>Di Franco.</i> (3.06)	13-3	3/3, M	1.1.	B-G	42 34	Itl	82 O.06	Riposto	C-P; ch.m-frg;sfb; rp-car.SS.3.06.	18.54 60-10	5.40 17-9	2.17 7-1	.....	Catane	F. Grasso fu Francesco	Npl. 3.06	
•	53	BELLA-PALMIRA-GALLIPOLI (ex-Vandalia), <i>d'Arrigo.</i> (6.05)	13-3	5/6, G	1.1.	B-G	149 131 115	Itl	77 O.05	Rostock	C; ch.frg;p.P;rp. SS.05;d.ft-z.5.05.	28.45 93-4	6.48 21-3	3.72 12-2	.....	Catane	F. Grasso	Npl. 6.05	
•	54	BELLA-VISTA (ex-Guldregn), <i>Spencer</i> (6.07) 01-06	12-6	3/3, A	1.1.	Bq	550 522	Ptg	95 O.07	Lillesand	C-PP-P; ch.m-frg; d.ft-m.10.03; SS.07	44.60 140-4	9.66 31-5	4.70 15-5	.....	Lisbonne	Conde de Valle Flor	Lsb. 6.07 c.v.6.07	
✦	55	BELLA-VITA (ex-Sebastiano), <i>Kaja, J.</i> (8.05) 80-01	13-1	—	—	Bq	481 396	Tre	76 O.04	Chioggia <i>G. Poli</i>	C-Ml.ch.m-frg;d.ft- m.9.98;rp.SS.98.	40.10 131-7	8.50 27-11	6.10 20-0	.....	Scutari	Capt	Trst. 8.05 c.v.04	
✦	56	BELLALIE, <i>Lalande.</i> (4.01)	13-3	—	—	Glt	187 115	Frç	66 O.01	Nantes <i>Sevestre</i>	C.ch.frg;sfb;p.n.01; grp-car.SS.4.01.	24.60 80-9	7.05 23-2	3.51 11-6	.....	Nantes	Cahour (à Redon)	Nt. 03	
✦	57	BELLE-CAYENNAISE, <i>Dumas</i> (3/3, P. 1.1.) (10.01)	13	...	..	Glt	65 52 56	Frç	01	Trentemoult <i>E. Alleau</i>	C-PP; ch.m-frg.	21.89 71-10	5.66 18-7	2.31 7-7	.....	Nantes	Capt.	Nt. 01	
•	58	BELLE-HÉLÈNE, <i>Marten.</i> (12.06)	13-3	5/6, G	1.1.	Glt	140 110	Frç	69 O.02	Dunkerque <i>G. Molo &amp; Vanderiele</i>	C-PP; ch.m-frg;sfb; (sal); car.12.00; SS.96; rp.04; p.n.05.	28.20 92-6	6.50 21-4	3.61 11-10	.....	Dunkerque	Deck- Vanarien	Ok. 3.07 c.v.3.07	
•	59	BELLE-WOOSTER, <i>Sommer- ville.</i> (8.89)	11-4	—	—	Bq G 2 P	479 455	Amr	79 O.89	Franklin (Ma) <i>J. M. Blaisdel</i>	B-Ht-Hk-PP-C.ch.m- frg;d.ft-m.7.89;(sal);rp. 89.	39.37 129-2	9.95 32-10	4.72 15-6	.....	Boston	Homan & Puddington	N-Y.89	
✦	60	BELONA, <i>Larsen.</i> (2.06) 91-02	16-4	5/6, G	1.1.	B-G	177 149 158	Dan	74 O.06	Troense <i>R. C. Möller</i>	C-Ht.ch.m-frg;sfb;(sal); p.P.97; SS.00; car.7.05; rp.06.	31.24 102-6	6.71 22-0	3.35 11-0	.....	Svendborg	F.W.Valentin (à Troense)	Svob. 2.06	

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HULL IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	61	BELT, <i>Halvorsen.</i> (11.04)	12-3	5/6, A	1.1.	Bq 2 P	<sup>1284</sup> 1246 1153	Nrw	77	Mill-Creek(N-E) J.E. Woodworth	B-Sp-PP-C;ch.m-frg. (sal);SS.97;rp.94;d.ft. m.3.05;	57.60 189-0	11.88 39-0	7.16 23-6	==	Sandefjord	A. C. Olsen	Lvp. 3	
✠	62	BENAK, <i>Düvel.</i> (8.94)	12	—	—	Glt	30	Alm	94	Benicia (Cal) M. Turner	P-Cd.ch.m-frg;(sal) p.Cd;d.m.8.94.	18.90 62-0	5.62 18-5	2.13 7-0	.....	Jaluit (Iles Marshall)	Oberhaupt- ling Kabua	S-F. 94	
✠	63	BENGALI, <i>Ferminé.</i> (1.03)	13	3/3, G	1.1.	3mG	<sup>282</sup> 224	Frç	02	La Houle Bouchard	C-Or;ch.frg;sfb.	37.93 124-5	8.57 28-1	4.23 13-11	.....	La Houle	F. Mahé (à Cancale)	St-M. 2.07 c.v.12.06	
.	64	BENGUELA, <i>Pahlsson.</i> 78-99 (5.00)	10-4	—	—	Bq 1 P-B	<sup>688</sup> 644 618	Sds	76	Quebec Charland J.	Hk-B-Or-C.ch.m- frg;sfb;car.SS.4.00	49.78 163-4	9.98 32-9	5.61 18-9	.....	Cimbris- hamm	Vve Sigrid Bjorkegren	Ld. 02	
✠	65	BENICIA, <i>Carter.</i> (2.00) (3/3, G. 1.1.)	14	...	..	Bq	<sup>671</sup> 658	Anr	99	Benicia M. Turner	P;ch.m.frg;(sal); sfb;rp.00.	54.86 180-0	12.19 40-0	4.27 14-0	.....	San-Fran- cisco	Matthew Turner	Syd. 02 c.v. 02	
.	66	BENJAMIN, <i>Kahu, J.</i> (4.07)	8-7	3/3, P	1.1.	Glt	<sup>29</sup> 25	Rss	06	Arensburg M. Sepp	P-C;ch.fr;sfb;p.P.	16.16 54-0	4.42 14-6	1.68 5-6	.....	Arensburg	J. Awik & J. Kahu	Riga 4.07	
.	67	BENJAMIN (ex-Lizle), <i>Kihl- man.</i> (7.03)	10-1	—	—	Bk 1 P-B	<sup>312</sup> 274	Sds	63	St-John(N-B)	Hk-Sp-Ht-B-Or;ch.m- frg;(sal);p.n.82;d.p.31; sff.pr.99;d.ft-m.8.01; SS.01;rp.03.	33.10 108-7	7.06 23-2	4.93 16-2	.....	Göteborg	John E. Olson	Got. 03	
✠	68	BENJAMIN-F.-HUNT-Jr., <i>Sorie.</i> (12.03)	13-4	3/3, A	1.1.	Bq 2 P	<sup>1191</sup> 1131	Amr	81	Newburyport G. E. Currier	C-PP-Hk;ch.m-frg; (sal);d.ft-m.8.04;SS.97; rp.04.	57.00 187-0	11.63 38-2	7.62 25-0	.....	Boston	N. W. Rice & Co	N-Y. 04	
✠	69	BENJAMIN-F.-PACKARD, P. C. CLAYTON APP. <i>St Clair.</i> (4.06)	13-3	3/3, A	1.1.	3 m 2 P-B	<sup>2196</sup> 2014	Amr	83	Bath (Me) Goss, Sawyer & Packard	C-PP;ch.m-frg;(sal); SS.99;rp.06;d.m.6.06;	74.40 244-2	13.20 43-3	8.15 26-9	.....	Bath (Me)	Arthur Sewall & Co	N-Y. 6.06	
.	70	BENJAMIN-MOLLÉN, <i>Berntsson.</i> (3.04) 75-05	10-4	5/6, G	1.1.	Bk	<sup>223</sup> 200	Sds	76	Krogarne	P-C;ch.frg;(sal); sfb;p.n.02;rp-car.3.04.	31.20 102-4	7.50 24-7	3.70 12-2	.....	Fiskebäcks kil	J. Mässon	Kngb. 6.06	
✠	71	BENOR, <i>Kalnin.</i> (10.00) 00-05 (3/3, G. 1.1.)	11	...	..	B-G 3 m	<sup>418</sup> 374	Rss	00	Orrenhof Hohnsien	P-C;ch.fr;(sal);sfb; car.9.03.	44.47 144-7	8.76 28-9	4.10 13-6	.....	Riga	G. Kalning & G. Segling	Riga 11.05	
.	72	BEPPINO, <i>Maggi.</i> (6.05) 99-05	12-1	—	—	Glt	84	Itl	92	Limite F. Picchiotti	C-P;ch-frg;sfb;car. 9.02.	27.00 88-7	6.25 20-6	2.89 9-6	.....	Livourne	G. Delmotti	Gn. 8.05	
✠	73	BERCEUSE, <i>Cavelan.</i> (1.02) 87-02	16	3/3, G	1.1.	Glt	<sup>166</sup> 130	Frç	02	Kerity Bonnc	C-Or-Ht;ch.frg; (sal);sfb.	30.67 100-8	7.38 24-2	3.66 12-0	.....	Paimpol	J. Le Rochais	Pmp. 2.06 c.v.2.06	
✠	74	BÉRENGÈRE, <i>Cavelan.</i> (5.07) P.C. 6-85 (5.07)	11	3/3, L	1.1.	3m 1 P + Op	<sup>2851</sup> 1875 2201	Frç	02	Rouen Chateaux de St- Nazaire-Picquet	A; 2 comp; D. 41050; G.15m;rp.05;car.5.07	86.20 282-10	13.44 44-1	6.91 22-8	45 48	Dunkerque	St des Voiliers Dunkerquois	Glsq. 5.07	
✠	75	BERGLIOT (ex-Fanny-L.-Cann) ..... (10.94)	11-3	—	—	Bq 1 P-B	<sup>790</sup> 732 688	Nrw	78	Clyde-River (N-E) Coffin Bros	Sp-P-B-Ht-C;ch.m-fr; (sal);p.sp.88.90;sff.pr. 10.94;d.ft-m.2.96;rp.98	49.40 162-0	10.76 85-4	6.05 19-10	.....	Tonsberg	W. Batlea Wang & Co	Mbl. 98	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



BER

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIEAUX — BOULAGE — RÉPARATIONS	LONGUEUR  EN METRES EN PIEDS ET POUCES	LARGEUR  EN METRES EN PIEDS ET POUCES	CREUX DE CALE	FRANC BORD — EAT SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE												
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																													
	DATE DU TERME																													
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19													
✠	76	BERGLIOT (ex-L.-Hagen), Larsen. (9.99)	13-6	—	—	Bq 1 P-B	525 481 467	Nrw	79 0.00	Barth R. Schlör	C-Ht;ch.m-frg;(sal); d.ft-m.4.9;rp.ss.00.	40.68 133-6	9.19 30-2	5.42 17-10	.....	Tönsberg	J. Meyer & Co	Flm 02												
.	77	BERIKET-HAÏR, Naouéle. (4.06)	12-3	3/2, P	1.1.	Ctt	80	Tre	97 0.06	Miriofito	C-P;ch.fr.&frg; sfb;car.4.06.	17.00 55-9	4.00 13-2	2.60 8-6	.....	Constanti- nople	Nazié Hanoum	Const. 4.06												
✠	78	BERLIN, Gaffry. (6.98)	13-2	—	—	3 m 2 P-B	1634 1552	Amr	82 0.90	Phipsburg C. V. Minot	C-PP;ch.m-frg;(sal); car.5.53;d.ft-m.6.98. rp.99.	57.81 222-6	12.20 40-0	7.48 24-7	.....	San-Fran- cisco	G. E. Plum- mer	Amoy 96 c.v.99												
✠	79	BERLIN (ex-Chaland-B.),..... (4.00)	I	—	—	—	279 235	Arg	00	Bremerhaven Seebeck & Co	A; 3 comp.	46.00 150-11	8.75 28-8	2.02 6-8	.....	Buenos- Ayres	Nicolas Mihanovich	B-A.01												
✠	80	BERNADETTE, Besnard. (2.00)	13	3, 3, I	1.1.	3 m-B 1 P-B	466 362	Frq	00 0.07	St-Malo A. Buron	C-Or;ch.m-frg;d. m.1.07.	43.37 142-4	9.40 30-10	4.50 14-9	.....	Bayonne	S. M. Lécasse Neveu & Co	St-M. 1.07												
.	81	BERNADETTE (ex-Luigla), Rafay. (6.01)	13-10	3, 3, A	1.1.	B-G	131 104	Frq	98 0.01	Voltri	C-PP;ch.m-frg; d.ft-m.99.	28.83 94-7	6.95 22-10	2.87 9-5	.....	St-Servan	Busnel	St-M. 2.06 c.v.2.06												
.	82	BERNHARD, voir aussi BERNARD.																												
✠	83	BERNHARD, Weers, H. (5.90)	13	—	—	Kff dv.	49 37	Alm	90	Edewecht Kramer	C-Ht;sfb;/d;pl;rp; car.7.95.	18.20 59-9	5.10 16-9	1.68 5-6	.....	Barssel	Capt	Wes.95												
.	84	BERTHA, voir aussi BERTHE																												
✠	85	BERTHA, Ruge, H. (5.03) 75-03	13	3/3, P	1.1.	Glt	61 47	Alm	63	Barth C. Holzerland	C-Ht;ch.frg;(sal); sfb.	17.57 57-8	5.60 18-4	2.16 7-1	.....	Barth	Capt	Kngb 8.05												
✠	86	BERTHA, Rinow, H. (5.98)	14	3/3, P	1.1.	Glt	39 39	Alm	98 0.07	Anclam J. C. Peus	C-Ht;ch.frg;sfb; car.4.07.	17.65 57-11	4.80 15-9	1.96 6-5	.....	Anclam	Capt	Brth 4.07												
✠	87	BERTHA, Petersson. (5.06) 81-00	13-4	5/6, G	1.1.	Bq 1 P-B	617 524	Sds	74 0.06	Apenrade M. Jacobsen	C-Ht;ch.m-frg;(sal);sfb; rp-car.ss.5.06.	45.95 150-9	9.59 31-6	5.72 18-9	.....	Wätö	J. A. Johans- son	Stkh. 5.06												
✠	88	BERTHA, Viebke. (4.05)	14	3/3, G	1.1.	Glt	100 86	Sds	05	Viken J. Hagerman	C-Ht-P;ch.frg; (sal);sfb.	24.34 79-10	6.53 21-5	2.52 8-3	.....	Viken	A. Pettersson	Kngb. 10.07												
.	89	BERTHA-ALWINA, Maibaum. (7.90)	8-3	—	—	G 3m	294 270	Rss	83 0.90	Orrenhof	P;ch.frg;sfb;(sal); rp-car.10.93	36.26 119-0	8.33 27-5	4.16 13-8	.....	Haynasch	G. Kalning	Riga 93												
✠	90	BERTHA-ELISABETH (ex Ma- thilde), Kleen. (7.93)	11	—	—	G 3m	145 121	Alm	93 0.00	Randsbøl Kjel- kond J. Teer	P-C;ch.frg;sfb;(sal); car.4.00;rp.01.	28.85 94-8	6.25 20-6	3.07 10-1	.....	Hamburg	E. J. N. Falck (inGlückstad)	Ld. 01												

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BREADTH  IN METERS	DEPTH OF HOLD  IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3																
7	8	9	10	11	12	13	14	15	16	17	18	19							
•	91	BERTHA-MARIA, <i>Andersson.</i> — -04 A.M.(3.02)		9-4	—	—	Glt	234	Sds	64	Liverpool (N-S)	Sp-B.P;ch.m-fr;sfb; grp.83;rp-car.7.05	35.90 117-10	8.30 27-3	3.71 12-2	.....	Gravarna	Capt	Wes. 7.05
•	92	BERTHE, <i>voir aussi BERTHA</i>																	
✦	93	BERTHE ( <i>ex-Niord</i> ), <i>Boyer.</i> (10.03)		15-3	—	—	B-G	188 154	Frç	74	Nyborg <i>P. Petersen</i>	C-Ht-PP;ch.m-frg;(sal) grp.SS.99;d.ft-m.9.03; rp.03.	30.40 99-9	6.75 22-2	3.58 11-9	.....	Marseille	Cie Commerciale du Transvaal et de Madagascar	Tmt.03
✦	94	BERTHE, <i>Clipet.</i> (3.02)		16	3/3, G	1.1.	Glt	152 127	Frç	02	Dunkerque <i>G. Cornemuse</i>	C-Or;ch.ev.frg; (sal);sfb.	30.86 101-3	7.04 23-1	3.49 11-6	.....	Dunkerque	A. Macré	Dk. 2.05 c.v.1.07
✦	95	BERTHE, <i>Le Goaster.</i> (7.01) 06-07		15	3/3, G	1.1.	Glt	123 97	Frç	01	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; sfb;car.10.07.	28.69 94-2	6.84 22-5	3.40 11-2	.....	Paimpol	Drillet (à Kerity)	Pmp. 10.07
✦	96	BERTHE-MARIE, <i>Legoff.</i> (1.01)		15	3/3, G	1.1.	Glt	98 76	Frç	01	Paimpol <i>J. Pilvin</i>	C-Or-Ht;ch.frg; sfb;rp-car.5.07.	24.48 80-4	6.86 22-6	2.98 9-10	.....	Brest	Legoff, Parc & Bihoreau	Nt. 7.07
✦	97	BESMER, <i>Ahl.</i> (8.03) 03-04		12	3/3, G	1.1.	G3m	267 225	Rss	03	Wandsen <i>K. Karkling</i>	P-C;ch.frg;(sal); sfb;rp.06.	34.79 114-2	7.80 25-7	4.01 13-2	.....	Riga	Gebrüder Muzneck	Lish. 4.06 c.v.1.06
✦	98	BESSEL ( <i>ex-Ville-d'Anvers</i> ), ..... (8.94)		I	—	—	Ba 1 P-B	468 423 444	Nrw	69	S-Shields <i>Readhead Soft- ley &amp; Co</i>	F; 2 comp; 1/2 p. n.94;car.8.94.	46.63 153-0	8.40 27-7	4.88 16-0	=====	Bergen	J.K.Christo- phersen & Co	N-C.94
•	99	BESSIE, <i>Carter.</i> (10.07) -82		13-4	5/6, G	1.1.	3mG	189 149	Ang	71	Kingsbridge	C-Gr-Ht;ch.m-frg; sfb;rp car.10.07SS.5.01.	31.10 102-0	7.15 23-5	3.90 12-9	27 1/2	Salcombe	J. Ennor (Newquay)	F.m. 10.07
•	100	BESSIE-STEPHENS, <i>Long- maid.</i> (9.95)		13-3	—	—	Glt	119 97	Ang	78	Par	C-Ht-Or-PP;ch m- frg.sfb;rp-car.SS.9.95.	26.41 86-8	6.86 22-6	3.35 11-0	.....	Fowey	J. Rosevear (à Par)	Flm.97 c.v.97
✦	101	BETA, <i>Ingberg.</i> (4.04) Seagoing lighter. 98 - 03		I	3/3, P	1.1.	Glt bse	402 381	Rss	00	Danzig <i>J. W. Klawitter</i>	A; 3 comp; 1 p. A; car.5.06.	45.72 150-0	8.32 27-0	3.73 12-3	.....	Helsing- fors	Helsingfors-Ång- fartygs-Aktiebo- laget	Hsf. 5.06
✦	102	BETHANIA, <i>Drehsing.</i> (9.06) 90 - 01		12-1	—	—	B-G 3 m	380 338	Rss	94	Adiamünde <i>R. Tuum</i>	P-C.ch.frg;(sal); d.ft-z.6.04;rp.04.	41.00 134-7	8.57 28-1	4.21 13-10	.....	Riga	J. Ehkis & P. Enne	Lhb 9.06 c.v.9.06
•	103	BETHANIA, <i>Ohsis. II.</i> (5.06) 96 - 99		8-3	3/3, G	1.1.	Glt	171 144	Rss	98	Sörro <i>J. Soel</i>	P;ch.frg;(sal);sfb; car.SS.5.06.	28.79 94-6	7.62 25-0	3.21 10-6	.....	Reval	Jos. Dunkel & H. Ohsis	Riga 5.06
•	104	BETHLEHEM, <i>Martinson.</i> 01 - 06 (8.05)		9-3	3/3, G	1.1.	B-G 3 m	359 311	Rss	96	Gudmans- bach	P-C.ch.fr.sfb;(sal); sfb;rp-car.SS.5.06.	40.04 131-4	8.28 27-2	4.21 13-10	.....	Riga	Joh. Martin- son	Riga 5.06
✦	105	BETTINA, <i>Triché.</i> (11.93) 01 - 01		16	3/3, G	1.1.	Glt	151 112	Frç	93	Paimpol <i>Laboureur</i>	C-Or;ch.m-fr;rp.ch fr; sfb;(sal);p.S;car.11.05; rp.03.	30.77 101-0	7.10 23-4	3.53 11-7	.....	Paimpol	J. F. Dauphin (à Kerity)	Pmp. 11.05

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUPLAGE — RÉPARATIONS	LONGUEUR — EN PIEDS ET POUCES	LARGEUR — EN MÈTRES	CREUX DE CALE	FRANC BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		GRÈMENT NOMBRE DE PONTS	Brut — Net — Sous le pont											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	106	BETTINA, Diaper. (9.92) (3/3, Y. 1.1.)	16	...	..	Slp	17 10	Frç	92	Pt Gennevilliers Luce	C-Ac-Cd-Ht-P; ch. cv; p; 1° d. cv. 9.92; yacht de course	14.40 47-3	5.40 17-9	2.50 8-2	.....	Le Havre	Bon Edouard de Rothschild	Hv. 92	
✠	107	BETTY, Greewe. (6.99) 87-99	12	3/3, A	1.1.	G 3m	401 341	Rss	99 O.06	Adiamunde P. Krause	P-C; ch. frg; (sal); d. ft-z. 9.04; rp. 04.	43.74 143-6	8.66 28-5	4.11 13-6	.....	Riga	J. Baltzer & Gebr. Greewe	Wes. 7.06 c.v. 7.06	
.	108	BIANCA-ROSA, Chiappella. (12.02)	13-3	—	—	Bq 1 P-B	421	Itl	80 O.02	Sestri-P.	C-PP-M1; ch. m-fr; d. ft-m. 10.01.	40.00 131-3	9.22 30-3	5.50 18-0	.....	Gênes	N. Chiappella	Ctt. 02	
✠	109	BIARRITZ, Robinot. (2.06) P.C. 6-85 (9.06)	■	3/3, L	1.1.	3 m 1 P+Bp	2612 2252	Frç	02 V.06	St-Nazaire Chantiers de St-Nazaire	A: 2 comp; D 18m60; B: 20m80; R. 7m90 & 14m; G. 13m60; rp-car. 9.06.	86.21 280-10	13.42 44-0	6.90 22-8	48 1/2 51 1/2	Bayonne	Sté Bayonnaise de Navigation	Ld. 9.06	
✠	110	BICHE, Uro. (4.05) 99-04	16-4	5/6, G	1.1.	B-G 3 m	202 175	Frç	73 O.05	Nantes Alleau & Aubert	C-Or. ch. frg; sfb; grp. alg. SS.89; rp-car. 4.05.	31.22 102-4	7.89 22-7	3.52 11-7	.....	Nantes	Paul Cahour (Redon)	Aur. 5.07	
✠	111	BIDART, Pinsonnet. (6.05) P.C. 8-114 (5.06)	■	3/3, L	1.1.	Bq 1 P+Bp	2199 1916	Frç	01 V.05	Nantes Chantiers Nantais	A: 2 comp; D. 16m50; R. 7m50 & 12m60; G 12m; rp-car. 5.06.	84.44 277-1	12.31 40-5	6.87 22-9	58 61	Bayonne	Sté Bayonnaise de Navigation	Glsg. 5.06	
.	112	BIDARTAISE (ex-Mistral), Meunier. (1.02)	10-9	3/3, G	1.1.	Gls	123 90	Frç	01	Shelburne (N.S.)	Sp-B-Ht-P; ch. m- frg; (sal); sfb;	29.28 96-1	7.40 24-3	2.93 9-7	.....	St-Pierre- Miquelon	J.B. Vidart	St-M. 3.07 c.v. 1.07	
✠	113	BIEN, Petersen. (2.99) — 99 (3/3, P.1.1.)	16	...	..	Glt	58 49 55	Dan	99	Marstal L. J. Bager Jr	C-Ht; ch. frg; sfb; (sal); alg. 01; car. 8.01	20.56 67-6	6.47 21-3	2.10 6-11	.....	Marstal	L. J. Bager	Svdb. 2.96 c.v. 05	
✠	114	BIENE, Weerts. (2.90)	13	—	—	Kff dv. 1m	27	Alm	90 O.96	Rhauderfehn Harms	C-Ht; sfb; d. plt; p. S; car. 2.96.	16.40 53-10	4.10 13-5	1.53 5-1	.....	Holterfehn	Capt	Ppb. 96	
✠	115	BIESSARD, Rault. (8.05) P.C. 5-71 (4.07)	■	3/3, L	1.1.	Bq 2 P	2701 2254	Frç	00 V.05	Rouen Chantiers de Normandie	A: 2 comp; D. 39m65; 1/2 D. 30m25; 1 p. A; rp. 03; car. 4.07.	89.81 294-8	12.54 41-2	7.16 23-6	47 1/2 50 1/2	Rouen	C <sup>ie</sup> Rouennaise de Transports Maritimes	Glsg. 4.07	
✠	116	BIG-BONANZA, Bergman. (12.97)	13-2	—	—	3 m 2 P	1473 1399 1348	Amr	75 O.97	Newburyport J. Currier	C-PP. ch. m-frg; (sal); p. P. & PP; d. ft-m. 10.97. rp. 97; SS. 94.	64.05 210-2	12.25 40-2	7.32 24-0	==	San-Fran- cisco	James Madi- son	S-F. 97	
.	117	BILDA (ex-Zwaluw), Suhren. (3.93)	12-4	—	—	Glt	107 87	Alm	65 O.93	Muntendam Drent & Sin- ninge	C.sfb; SS.87; rp-car. 2.93.	24.30 79-9	4.70 15-5	2.44 8-0	.....	Bremer- haven	F. Suhren	Leer 93	
✠	118	BINICAISE, Guého. (11.92)	16	3/3, G	1.1.	Glt	151 122	Frç	92 O.98	Binic Minier	C-Or-PP; ch. frg; (sal); sfb; rp-car. 12.05.	29.95 98-4	7.22 23-9	3.73 12-3	.....	Binic	J. Le Pomellec	St-M. 12.05	
✠	119	BIRGER, Thorsson. (2.98)	12-4	—	—	Glt	199 183	Sds	83 O.98	Figeholm A. P. Andersson	SC. ch. frg. sfb; (sal). car. 97; SS. 98.	31.80 104-4	7.05 23-2	3.34 11-0	.....	Figeholm	N. J. Peterson	Osch 98	
✠	120	BIRGIT (ex-Bellona), Zachariasen. (12.00)	12-3	—	—	Bq 1 P-B	1154 1067 1039	Nrw	80 O.01	Avondale (N-S) J. Mosher	B-Sp-C. ch. m-frg; (sal); SS. 92; rp. 01; d. ft-m; 9.02.	57.55 188-10	11.71 38-5	6.90 22-9	==	Langesund	H. Christen- sen	Chrt. 02	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	121	BIRGITTE, <i>Rasmussen.</i> — 98 (12.04)	16-6	5/6, G	1.1.	B-G	$\frac{189}{149}$ 168	Dan	76	O.05	Odense <i>H. L. Hansen</i>	C-Ht. ch. m. frg; (sal); sf; grp. 88; SS. 93; p. P. 05; rp-car. 3.05.	33.95 111-5	6.75 22-2	3.23 10-7	.....	Odense	J. Hansen	Svdb. 3.05
✠	122	BIRGITTE, <i>Hansen, H. Ch.</i> (10.98) (3/3, P.1.1.)	16	...	..	Glt	$\frac{50}{39}$ 47	Dan	98		Svendborg <i>A. Jensen</i>	C-Ht; ch. frg; (sal); sf.	20.40 66-11	5.65 18-6	2.01 6-7	.....	Nykjöbing F.	Capt (à Gaabense)	Kngb.02
✠	123	BIRNAM-WOOD, <i>Livingstone.</i> 88-95 (5.05)	14-6	5/6, L	1.1.	Bq 2 P	$\frac{1357}{1263}$ 1229	Ang	76	O.05	St-John (N-B) <i>J. Mahoney</i>	Sp-B-PP-Hk-P-C.ch. m. fr; (sal); d. ft-m. 5.05; rp. SS. 05.	60.48 198-5	11.71 38-5	7.17 23-6	.....	Liverpool	John Wor- therspoon	Plm. 5.05
.	124	BISSON, <i>Lemaistre.</i> (1.06) 94-01	12-5	3/3, G	1.1.	Dy	$\frac{91}{69}$	Frç	89	O.06	Boulogne	C-P; ch. frg; sf; b; grp. 03; rp-car. 1.06.	22.42 73-7	6.33 20-9	3.13 10-3	.....	Cherbourg	Cousin	8-I. 1.06
.	125	BJÖRN (ex-Behr-Negendank), <i>Larsson.</i> (2.99)	13-4	—	—	G3m	$\frac{315}{288}$	Sds	69	O.99	Damgarten	C-Ht; ch. m. frg; sf; b; p. n. 96; grp-car. SS. 1.99.	33.40 109-7	7.40 24-3	4.71 15-6	.....	Brantevik	N. Tufvesson	Osch 99
.	126	BLANCHE (ex-Myrtle), <i>Girar- din.</i> (4.06)	10-5	3/3, G	1.1.	Glt	$\frac{88}{59}$	Frç	83	re.06	Shelburne (N-S)	Sp-C-B; ch. m. fr; (sal); sf; b; p. n. 06; rp-car. SS. 4.06.	24.34 79-10	6.75 22-2	2.58 8-6	.....	St-Pierre	La Morue Française	St-P. 4.06
.	127	BLANCHE-AURÉLE, <i>Gléyot.</i> (9.01)	13-2	—	—	Slp	$\frac{32}{24}$	Frç	01		Paimpol <i>Laboureur</i>	C-Or; ch. frg; G-E; sf.	.....	.....	.....	.....	Erquy	Sté anonyme des Carrières de l'Ouest	Chb. 03
.	128	BLANCHE-&SUZANNE, <i>Mau- rice.</i> (8.98) (3/3, P. 1.1.)	13-10	...	..	Glt	35	Frç	96		St-Pierre- Réunion	Bois dur-PP; ch. m- fr; d. cv.—	16.00 52-6	4.30 14-1	2.00 6-7	.....	St-Pierre- Réunion	Golaz & Co	St-D.03
.	129	BLANCHETTE (ex-Luigia), <i>Colas.</i> (3.04)	13-12	3/3, A	1.1.	B-G 3 m 1P-B	$\frac{258}{199}$	Frç	03		Voltri	C-PP-P; ch. m. frg; d. m. 03.	38.47 126-2	8.14 26-8	3.93 12-11	.....	Granville	R. Jamin- Villars	Grv. 8 06 c.v. 8.06
✠	130	BLOMIDON, <i>Chute.</i> (10.03)	12-1	—	—	G3m 1P-B	$\frac{304}{271}$ 255	Ang	91	O.97	Canning (N-S) <i>A. Potter</i>	Sp-B-Ht-C; ch. m- frg; (sal); d. ft-m. 10.01.	37.49 123-0	9.44 31-0	3.50 11-6	.....	Windsor (N-S)	J. N. Chute	N-S. 03
✠	131	BLONDE, <i>Kernaouet.</i> (7.05) 99-05	16-4	3/3, G	1.1.	Glt	$\frac{130}{99}$	Frç	83	O.05	St-Malo <i>Gautier</i>	C-Or. ch. m. frg; sf; b; (sal); p. n. 98; SS. 05; rp- car. 3.07.	28.30 93-0	6.20 20-4	3.45 11-4	.....	Paimpol	Capt	8rst 3.07
✠	132	BOHEMIA, <i>Wholman.</i> (12.93)	13-4	—	—	3 m 2P-B	$\frac{1633}{1528}$	Amr	75	O.90	Bath (Me) <i>Houghton Bros</i>	C-PP. ch. m. fr. p. PP & Sp. (sal); SS. 90; car. 1.91; d. ft-m. 2.94.	67.62 221-9	12.30 40-2	7.78 25-6	.....	San-Fran- cisco	Alaska Packers' Association	N-Y. 94 c.v. 94
✠	133	BOIÉLDIEU, <i>Annette.</i> (8.06) P.C. 7-100 (8.06)	11	3/3, L	1.1.	Bq 1P+8p	$\frac{2207}{1981}$	Frç	02	V.06	Nantes <i>Chantiers Nantais</i>	A: 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m car. 7.03; rp-car. 8.06.	84.64 277-9	12.31 40-5	6.91 22-8	58 61	Nantes	Sté Nouvelle d'Armement	N-C. 8.06
.	134	BOIÉLDIEU, <i>Ruffloch.</i> (2.03)	10-3	—	—	Kt	$\frac{82}{40}$	Frç	75	O.03	Fécamp	C. sf; b; p. n. 96; rp- car. 2.03.	22.2 73-0	6.3 20-8	2.86 9-5	.....	Boulogne	Lebras	Hv. 03
✠	135	BOLGEN, <i>Früs, H. H.</i> (10.03) 02-03	16	3/3, P	1.1.	Glt	$\frac{57}{40}$ 58	Dan	03		Holding <i>Chr. Christensen</i>	C-Ht; ch. frg; (sal); sf.	21.38 70-2	5.62 18-5	2.26 7-5	.....	Marstal	Capt (à Ommel)	Jyl. 9.06

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

BOR

NAVIGES & CAP. TAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. (en pouces)	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & THÈME	COTE	GRÈEMENT NOMBRE DE POINT	Brut	Net												Sous le pont
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	136	BOLINE-MARIE, Hansen, J.O. (1.05)	16-4	5/6, G	1.1.	Glt	97 82 92	Dan	73 O.05	Thurø P. Troensegaard	C-Ht. ch. frg. sfb; p. P.96; re.88;rp.96;SS.99;car. 8.02.	24.3 79-9	6.0 19-8	2.90 9-6	.....	Svendborg	Capt (à Thurø)	Svdb. 2.05	
✠	137	BONAVISTA, Christensen. 03-04 (7.04)	16	3/3, A	1.1.	G3m	148 120 135	Dan	04	Faaborg R. Møller	C-Ht; ch. m. frg; (sal); d. ft. m. 7.04.	29.48 96-9	7.03 23-1	3.11 10-2	.....	Marstal	H. Petersen	Svdb04	
✠	138	BONCHAMPS, Labée. (6.06) P.C. 6-85 85-06 (7.07)	I	3/3, L	1.1	Bq	2192 1949	Frç	02 V.06	St-Nazaire Chantiers de la Loire	A; 2 comp; D. 17m; R. 6m35&12m65; G. 11m80 car. 6.07.	85.28 279-9	12.24 40-2	6.93 22-9	58 61	Nantes	Sté Nouvelle d'Armement	N.C. 6.07	
✠	139	BONHEUR, Jahnsen. (7.93)	9-5	—	—	Bq	951 892 845	Nrw	84 O.93	Grimstad Salve Johnsen	P-PP C. ch. m. frg; (sal); p. Pigrp. SS.93; d. ft. m. 7.93.	55.16 181-0	10.59 34-9	6.19 20-4	.....	Arendal	Chr. Klöcker	Lvp. 96	
✠	140	BONNE-JOSÉPHINE, Eve. (2.05)	15-2	—	—	Bk	222 181	Frç	67 O.97	St-Malo Parnet	C-Or. ch. frg. sfb; SS. 97;rp.01;car. 11.02	31.27 102-7	6.70 22-0	4.10 13-6	.....	Granville	Eve & Doublet	Grv. 2.05 c.v. 2.05	
.	141	BONNE-MARIE, Graffard. (3.94)	11-3	—	—	Slp	50	Frç	71 O.94	Boulogne	C-Or-PP. ch. fr. sfb; p. n. S4;grp. S4;car. 11.93; rp.94.	18.2 59-7	6.1 20-0	2.52 8-2	.....	Cherbourg	Capt	St-M98 c.v. 94	
✠	142	BONNE-MÈRE, Tocquer. (8.06)	15	3/3, G	1.1.	Glt	104 85	Frç	06	Paimpol Bonne	C-Or; Ht; ch. frg; sfb.	24.62 80-10	6.98 22-10	2.89 9-6	.....	Paimpol	Mme Le Saux	Pmp. 8.66	
✠	143	BONNE-MÈRE, Honoré. (9.91)	13-5	—	—	Glt	50	Frç	78 O.95	Paimpol T. Pilvin	C-Or. SS.90; d. ft. m. 9.95;rp.95.	19.3 63-4	5.1 16-9	2.61 8-7	.....	St-Pierre Martinique	Ferd. Clerc	Mtn.00	
.	144	BONNE-MÈRE, Le Naour. (7.07)	12-3	3/3, P	1.1.	Slp	26 20	Frç	94 O.07	Binic L. Minier	C-Or. ch. frg. sfb; S. A; car. 5.04;rp.07.	13.40 44-0	4.70 15-5	2.18 7-2	.....	St-Malo	Vve Treguy	St-M. 7.07 c.v. 7.07	
✠	145	BONNE-TANTE, Lecorre. (1.07)	16-3	3/3, G	1.1.	Glt	181 100	Frç	90 O.07	Paimpol L. Laboureur	C-Or; ch. m. frg; (sal) sfb;rp.01;car. 1.07.	29.58 97-1	7.11 23-4	3.50 11-6	.....	Granville	H. Colombel (à St-Pierre-Mi- quelon)	Grv. 1.07	
✠	146	BONNEVEINE, Allain. P.C. 6-85 98-04 (10.06) (10.06)	I	3/3, L	1.1.	3m	2617 1995	Frç	02 V.06	La Seyne Forges & Chan- tiers	A; 2 comp. hurried. R. 5m91, 6m & 4m82; car. 8.07.	84.98 278.10	12.38 40-8	6.94 22-9	.....	Marseille	Sté Marseillaise de Voiliers	Elsg. 8.07	
.	147	BONNY-DOON, Burgess. (3.02)	10-4	-	-	BqG	570 510	Amr	76 O.02	Machias (Mc) J. Shaw	B-Ht. Sp. Hk. PP. ch. m. fr; (sal); p. P. & Sp; SS.88;rp.02; d. ft. m. 1.03	44.20 145-0	9.33 30-7	5.28 17-4	.....	New-York	Miller & Houghton	N-Y.03	
.	148	BORDELAISE (ex-General- Laurie), Coatbrioux. (3.07)	9-6	3/3, G	1.1.	Glt	76 47	Frç	87 re.07	Shelburne (N-S)	Ch Hk. Ml. Sp. P. ch. ev. frg-fr. sfb; re. SS.07.	23.1 75-9	6.6 21-8	2.65 8-8	.....	St-Pierre- Miquelon	La Morue Française	St-P. 3.07	
✠	149	BORE, . . . . . (5.01)	13-6	—	—	Bq	350 212 296	Sds	77 O.01	Westervik Fridell	P-C. ch. m. frg. (sal); sfb; rp-car. SS. 5.01.	38.41 126-0	7.70 25-5	4.30 14-1	.....	Brantevik	S. Larsson	Osch.01	
✠	150	BORÉAL, Leclerc. (3.01)	15-4	5/6, G	1.1.	Bk	241 184	Frç	76 O.04	St-Vaast E. Levêque	C-Or-P. ch. frg; p. P.94 sfb; SS.91;rp.06;car. 2.04.	31.70 104-0	7.10 23-4	3.95 13-0	.....	St-Malo	H. Mignot	St-M. 2.06 c.v. 2.06	

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	SHEATHING — REPAIRS															
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
• 151	BORÉE, <i>Mauffret.</i> (7.99) Yacht. (3/3, Y. 1.1.)	13	...	..	Yaw	49 25	Frç	99	La Richardais <i>L. Tranchemer</i>	C-Or;ch.frg;sfb.	18.91 62-0	5.94 19-6	2.91 9-7	.....	Sables- d'Olonne	Tirard (à Paris)	St-M99				
• 152	BORGHILD, <i>Eriksen.</i> (11.83)	10-3	—	—	Bq 1 P-B	777 725 698	Nrw	76 0.84	Porsgrund <i>Kolstad</i>	P-C-PP.ch.m-frg; d.ft-m.12.86;(sal).	49.51 162-5	10.69 35-1	6.08 19-11	.....	Fredriks- hald	Got. Rasch	Mnl.89				
• 153	BORGHILD, <i>Karlsson, L.</i> (6.00)	10-3	—	—	Gls	81 72 77	Sds	89 0.00	Rosendal	P-PP.ch.frg;sfb; car.99;rp.SS.00.	24.50 80-2	6.70 22-0	2.56 8-4	.....	Hunne- bostand	Capt	Lvp.62 c.v.00				
• 154	BÖRSENHALLE, <i>Freese.</i> (3.99)	I	—	—	Glt	158 145	Alm	86 V.99	Rostock <i>RostockerSchiff- bau Gesellschaft</i>	F: 3 comp; G-E; allège;rp-car.7.00.	31.2 104-0	6.7 22-0	2.30 7-6	.....	Hamburg	Vereinigte Bug- sir-u. Fracht- schiffahrt-Ge- sellschaft	Hbg 00				
✦ 155	BOSSUET, <i>Jamet.</i> (7.04) P.C. 6-85 (7.04)	I	3/3, L	1.1.	Bq 1P+Bp	2204 1951	Frç	00 V.04	Nantes <i>Chantiers de la Loire</i>	A: 2 comp; D.17m;R. R.6m50; R.A.12m70; G.11.80;car.4.07;rp.07	84.14 276-1	12.31 40-5	6.80 22-4	58 61	Nantes	René Guillon & René Fleury	Ld. 4.07				
✦ 156	BOUGAINVILLE, <i>Ropart.</i> P.C. 8-114 (5.07)	I	3/3, L	1.1.	Bq 1P+Bp	2347 1981 1964	Frç	02 V.07	Nantes <i>Chantiers Nantais</i>	A: 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m;car.5.07.	84.64 277-9	12.31 40-5	6.91 22-8	58 61	Nantes	BureauFrères & Baillergeau	Sws. 5.07				
✦ 157	BOUGAINVILLE, <i>Duval.</i> 05-05(4.05)	12-6	3/3, G	1.1.	Glt	123 92	Frç	95 0.05	Fécamp <i>E. Capon</i>	C-Or-S;ch.frg;sfb; p.S;rp-car.6.05.	26.04 85-6	7.12 23-5	3.29 10-10	.....	Lannion	Capt	B-I. 6.05				
✦ 158	BOULONNAISE, <i>Roulet.</i> (7.07)	16-6	3/3, G	1.1.	Glt	83 67	Frç	91 0.01	St-Malo <i>Gautier</i>	C-Or;ch.frg;sfb; (sal);car.SS.6.07.	23.51 77-2	5.97 19-7	2.88 9-6	.....	Boulogne	Alexis Ternisien	St-M. 6.07				
✦ 159	BOURBAKI, <i>Tenand.</i> (7.06) P.C. 6-85 (7.06)	I	3/3, L	1.1.	Bq 1P+Bp	2297 1710 1955	Frç	98 V.06	Nantes Chan- tiers de la Loire	A: 2 comp; D.17m;R. R.3m35; R.V.12m65; G. 11m80;p.4.02;car.4.07.	83.97 275-6	12.31 40-5	6.89 22-7	58 62 1/2	Nantes	Sté des Voi- liers Nantais	Card. 4.07				
✦ 160	BRAGE, <i>Bergström.</i> (6.03)	10	3/3, A	1.1.	G3m	264 228 242	Sds	03	Gefle <i>O. A. Brodin</i>	P-C-F;ch.m-frg;d. ft-S.5.03;d.ft-m.11.03	36.50 119-9	8.01 26-3	3.23 10-7	.....	Gefle	O. A. Brodin	Got. 04				
✦ 161	BRAKE (ex-Cap-Froward), <i>Creus.</i> (6.89)	16	—	—	Glt	125 120	Arg	89 0.96	Brake <i>J. Oltmans</i>	C-Ht-PP;(sal);ch.m. frg;p.S;d.ft-m.11.26; rp.90.	26.70 87-7	5.92 19-5	2.99 9-10	.....	Buenos- Aires	Joh. M. Hotes	B-A.98				
✦ 162	BRAVO, ..... (3.89)	11-3	—	—	Glt	270 241 259	Rss	72 0.89	Timmernab- ben <i>C. Bring</i>	S-C.ch.m.p.S;d.ft- m.7.89;SS.86.	36.71 120 5	7.50 24-7	3.66 12-0	.....	Nystad	J. K. Ahlston	Hlsb.89				
• 163	BRAZIL, <i>Montigny.</i> (11.05)	12-6	3/3, L	1.1.	3mG	240 209	Ang	94 0.05	Lillesand <i>A. Reinertsen</i>	P-PP-C;ch.m-frg;d. ft-m.10.05;SS.05; rp.07.	35.53 116-7	8.11 26-7	3.28 10-9	26 29	Port-Louis (Mauritius)	G. T. Lionnet	Maur. 8.07				
✦ 164	BREIZ-IZEL, <i>GlaJean.</i> (4.03) 74-04	13	3/3, P	1.1.	Dy	55 40	Frç	03	Le Palais <i>Gallo-Conan</i>	C;ch.frg;sfb;rp.07.	18.33 60 2	5.79 19-0	2.43 8-0	.....	Concar- neau	Chanot	Bst 1.07 c.v.1.07				
✦ 165	BREMA (ex-Erwin-Rickmers), <i>Drees.</i> (3.05) 77-99	16-4	3/3, A	1.1.	Bq 2P-B	1466 1377 1835	Alm	82 0.05	Geestemünde <i>R. C. Rickmers</i>	C-Ht-PP.ch.m-frg; (sal); d.ft-m.3.05;SS.05.	62.90 206-4	12.49 41-8	7.87 25-10	.....	Bremen	Gebr. Kulen- kampff	Wes. 3.07				

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

**BR1**

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — LARGEUR — CREUX DE CALE — FRANC BORD — EAC SALLE H.A.N. — CH pouces	PORT — D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE			
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & THÈME	COTE	GÉNÈREMENT — NOMBRE DE PONTS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	166	BREMER-COURIER, <i>Fritzel</i> . (7.99)	I P. R.	—	—	Kn	294 287	Alm	91	Papenburg <i>Jos. L. Meyer</i>	A; 5 comp; 1 p. F. rp-car. 11.01.	40.0 131-3	7.75 25-5	3.75 12-4	.....	Hamburg	Vereinigte Bug- sir-u. Fracht- schiffahrt Ge- sellschaft	Hbg 01
✠	167	BRENN, <i>Henry</i> . P. C. 6-85 05-07 (4.07)	I	3/3, L	1.1.	Bq	2180 1949 1958	Frç	00	Nantes <i>Chantiers de la Loire</i>	A; 3 comp; D. 17m; R. R. 6m35; R. A. 12m65; G. 11m80; car. 4.97; rp. 03.	85.08 279-2	12.25 40-2	6.93 22-9	50 1/2 59 1/2	Nantes	Cie Celtique Maritime	N-C. 4 07
✠	168	BRETAGNE, <i>Mateo</i> . P. C. 8-114 (6.06)	I	3/3, L	1.1.	Bq	2197 1914	Frç	01	Nantes <i>ChantiersNantes</i>	A; 2 comp; D. 16m50; R. 7m56 & 12m66; G. 12m00; car. 8.97	84.44 277-1	12.31 40-5	6.87 22-6	50 1/2 59 1/2	Nantes	Louis Leves- que & C <sup>o</sup>	N-C. 8.37
.	169	BRETAGNE (ex- <i>Illimani</i> , <i>Ledun</i> ). (2.05) 01-02	I	3/3, L	1.1.	Bq	606 547	Frç	75	Glasgow	F; 2 comp; 1/2 D. 12m20; G. 7m; 1 p. PP; car. 8.97	53.09 174-0	8.90 29-2	5.70 18-4	.....	Le Havre	H. Auger Ainé & C <sup>o</sup>	Hv. 8.07
.	170	BRETAGNE (ex- <i>Albert-Victor</i> , <i>Batailler</i> ). (12.03)	14-3	—	—	G3m	253 211	Frç	78	Dartmouth	C-PP; ch.m-frg; sfb; SS.04; car. 9.04.	37.05 121-7	7.38 24-2	3.89 12-9	.....	Granville	E. Boudier	Bx 04
.	171	BRETAGNE, <i>Péné</i> . (7.05)	12-3	3/3, P	1.1.	Dy	35 23	Frç	98	Le-Palais <i>Gallo-Coman</i>	C-Or; ch.frg; (sal); sfb; rp-car. SS.7.05.	13.96 45-10	5.43 17-10	2.35 7-9	.....	Etel	V. Le Rolle	B-L. 7.05
✠	172	BRETAGNE-&-VENDÉE, <i>Far- del</i> . (1.99)	13	3/3, G	1.1.	Dy	79 61	Frç	99	Sables d'Olonne <i>Pitra</i>	C; ch.frg; (sal); sfb; rp-car. 12.06.	23.10 75-9	6.19 20-4	2.79 9-2	.....	Sables d'Olonne	Braillard	B-L. 12.06
✠	173	BRETEUIL (ex- <i>Liguria</i> ), <i>Tocque</i> . (2.98)	15-6	—	—	G3m	441 376 403	Frç	84	Sestri-P.	C-PP.ch.m-fr; SS. 96; d.ft-m. 11.01; grp. 98	43.35 142-3	9.38 30-10	4.70 15-4	.....	Fécamp	A. Bellet	Bx 01
✠	174	BRETONNE, <i>Olivier</i> . 97-03 (4.02)	13	3/3, G	1.1.	Glt	167 131	Frç	02	Kerity <i>Bonne</i>	C-Or-Ht; ch.frg; sfb; car. 10.05.	31.05 101-10	7.44 24-5	3.71 12-2	.....	Paimpol	A. Le Hégarat	Pmp. 2.06
✠	175	BRETONNE, <i>Canivet</i> . (12.01) 99-01	13	3/3, G	1.1.	Glt	110 87	Frç	01	Sables d'Olonne <i>Landaüs &amp; Rabich</i>	C; ch.frg; sfb.	26.25 86-2	7.30 23-11	2.89 9-6	.....	Concarneau	Chatelard	Dk. 04
✠	176	BRIANTAIS, <i>Mordrel</i> . (1.96)	16	3/3, L	1.1.	Bq	256 189	Frç	96	St-Malo <i>Gautier père</i>	C-Or; ch.m-frg; (sal) p. PP; dft-m. 2.07.	36.08 118-4	8.32 27-4	3.60 11-10	.....	St-Malo	St-Mleux Ainé & C <sup>o</sup>	S-M. 3.07
✠	177	BRISE, <i>Le Maigat</i> . (7.02)	13	3/3, G	1.1.	Glt	160 123	Frç	02	Kerity <i>Goasdoué</i>	C-Or; ch.m.frg; sfb; rp. 06.	31.90 104-8	7.24 23-9	3.62 10-11	.....	Paimpol	A. Le Gonidec	Pmp. 2.07 c.v. 2.07
.	178	BRISE (ex- <i>Julia-B.</i> ), <i>Noslier</i> . (2.00)	9-6	—	—	Glt	33 25	Frç	97	Cape North (C-B)	Sp-B-Ht; ch.m.fr; (sal); sfb; car. 1.00.	16.19 52-10	5.20 17-1	2.17 7-2	.....	St-Pierre- Miquelon	Louis Jean	St-P.03 c.v. 03
✠	179	BRISTOL, <i>Lawrence</i> . (7.02)	12-4	—	—	Bq	1851 1305 1173	Ang	78	Hantsport (N-E) <i>E. Churchill &amp; Sons</i>	B-Sp-C-PP.ch.m-fr; (sal); d.ft-m. 6.02; SS. 98.	60.04 197-0	12.11 39-9	7.22 23-8	==	Windsor (N-E)	D. Munro	N-Y.02
✠	180	BRITANNIA, <i>Rasmussen</i> . 97-03 (3.03)	16	3/3, G	1.1.	G3m	182 149 173	Dan	03	Thurø <i>N. P. Petersen</i>	C-Ht; ch.frg; (sal); sfb.	32.74 107-5	7.63 25-0	3.30 11-2	.....	Svendborg	N.P. Petersen (à Thurø)	Svdb. 2.07 c.v. 2.06

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			Tonnage gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD  SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER	RIG NUMBER OF DECKS													
	1	2	3				4	5	6	7	8	9	10	11	12	13	14	15	16
+	181	BRITANNIA, <i>Carlsen.</i> (12.93)	12-5	—	—	Bq 1 P-B	668 625 619	Nrw	81 O.93	Risøer <i>A. Andersen</i>	P-C-PP.ch.m-frg; p.P;SS.93;d.ft-m.8.96	48.59 159-5	10.30 33-10	5.93 19-6	.....	Riisøer	V. Norman & C <sup>o</sup>	Ard196	
+	182	BRIZEUX, <i>Le Roux.</i> (3.05) P.C. 6-85 (4.05)	I	3/3, L	1.1. A.&C.P.	Bq 1 P+8p	2197 1903	Frç	01 V.05	St-Nazaire <i>Chantiers de la Loire</i>	A: 2 comp; D.17m; R. 6m35 & 12m65; G. 11m80;rp.04;car.9.06.	85.78 281-6	12.24 40-2	6.93 22-9	56 1 59 2	Dunkerque	Société des Voi- liers Dunker- quois	Av. 9.06	
+	183	BRÖDBENE, <i>Jørgensen.</i> — - 81 (5.04)	16-3	—	—	G3m	158 141 148	Dan	81 O.01	Thüro <i>J.Ph.Jørgensen</i>	C-Ht.ch.m-frg;sfb; rp-car.SS.3.01	29.58 97-0	6.72 22-1	3.39 11-2	.....	Svendborg	J. Ph.Jørgen- sen (à Thurø)	Svdb. 2.05 c.v.04	
+	184	BROOKSIDE (ex-Sigrid), <i>Morell.</i> (1.03)	I	3/3, L	1.1.	Bq 1 P-B	729 672 648	Ang	91 V.03	Grimstad <i>Fævig Jerns- kibsbyggeri</i>	A: 2 comp; D.13m; R. A. 9m90; G; 7m32; p.P; rp-car.1.07.	52.93 173-8	9.88 32-5	4-70 15-5	.....	Yarmouth (N-S)	W. L. Lovitt	N-Y. 1.07	
+	185	BROR, <i>Belin, C. A.</i> (3.02)	12	3/3, G	1.1.	G3m	124 100 114	Sds	02	Nylandsö <i>Anderson</i>	P-C;ch.frg;(sal); sfb;grp-car.9.05.	27.60 90-7	7.03 23-1	2.58 8-6	.....	Fiskebäck	Capt	Got. 9.05	
+	186	BRUCE-HAWKINS, <i>Finley.</i> <i>W. A.</i> (10.89)	13	—	—	BqG 2 P	614 546 533	Amr	89 O.96	East-Boston <i>Wm M'Kie</i>	C-P-Hk;ch.m-frg;(sal); p.P;d.ft-m.4.96;rp.96.	45.72 150-0	10.81 35-6	4.72 15-6	.....	Philadel- phie	Capt	Bost.96	
+	187	BRUNO, <i>Ewen, C.</i> (3.93)	14	—	—	Glo	63 56	Alm	93	Idafehn <i>Remmers</i>	C-Ht;ch.frg;sfb;p. S;rp-car.5.94.	22.10 72-6	5.00 16-5	1.95 6-5	.....	Karolinen- siel	Capt	Leer 94	
+	188	BRUYÈRE, <i>Garnier.</i> (5.02) 96-03	13	3/3, G	1.1.	Glt	100 78	Frç	02	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg;sfb; rp.06.	25.54 83-10	6.70 22-0	2.94 9-8	.....	Paimpol	Magourou	Bx 7.07 c.v.7.07	
+	189	BRYNHILD, <i>Jensen.</i> (5.07) <i>Moteur aux. 04-07</i>	13	3/3, P	1.1.	Gls	29 7 27	Dan	07	Esbjerg <i>S. Abrahamsen</i>	C-Ht;ch.frg;(sal); hél;sfb.	14.37 47-2	4.51 14-10	2.12 6-10	.....	Esbjerg	L. D. Laurit- zen	Vjl. 5.07	
+	190	BUCEPHALUS, <i>Stone, C.</i> <i>Barge.</i> (4.02)	I	—	—	2m bse	108 80	Ang	02	Burgh <i>ver Du</i> <i>Houx &amp; Zonen</i>	A; 3 comp.	28.50 93-6	6.07 19-11	2.15 7-1	==	Harwich	H. J. Pulsford	Ld. 1.06	
+	191	BUENOS-AIRES-I, <i>Spaan- Chaland.</i> <i>derman.</i> (7.07)	I	3/3, R	1.1. A.&C.P	Chal	416	Arg	07	Kinderdijk <i>L. Smit &amp; Zoon</i>	A; 8 comp; 1 p.A.	45.00 147-8	8.50 27-11	3.12 10-3	.....	Buenos- Aires	C <sup>ia</sup> Arenera del Vizcaino	Rd. 7.07	
+	192	BUENOS-AIRES-II, <i>Meyer.</i> <i>Chaland.</i> (7.07)	I	3/3, R	1.1.	Chal	416	Arg	07	Kinderdijk <i>L. Smit &amp; Zoon</i>	A; 8 comp; 1 p.A.	45.00 147-8	8.50 27-11	3.12 10-3	.....	Buenos- Aires	C <sup>ia</sup> Arenera del Vizcaino	Rd. 7.07	
+	193	BUFFON, <i>Ameline.</i> (5.07) P.C. 8-114 (5.07)	I	3/3, L	1.1. A.&C.P.	Bq 2 P-H	2609 1971 2003	Frç	02 V.07	Nantes <i>Chantiers de la Loire</i>	A; 2 comp;hurricaned; R. A. 7m;car. 5.07.	84.34 276-9	12.29 40-4	6.87 25-10	31 1 31 1	Nantes	C <sup>ie</sup> Maritime Française	Lvp. 5.07	
+	194	BUGSIR-I (ex-Danske-En), <i>Lighter. Thomas.</i> (12.99)	I	—	—	—	128	Ang	99	Flensburg <i>Schiffbau Ges.</i>	A; 3 comp; G-E; p. A;rp-car.3.03.	24.95 81-11	6.22 20-5	2.28 7-6	.....	West- Hartlepool	Furness, Withy & C <sup>o</sup> L <sup>d</sup>	Ld. 03	
+	195	BUGSIR-III (ex-Danske-Tre), <i>Lighter. Ansell.</i> (12.99)	I	—	—	—	315	Ang	99	Flensburg <i>Schiffbau Ges.</i>	A; 3 comp; G-E; p. A;rp-car.2.03.	38.74 127-1	9.04 29-8	2.47 8-1	.....	West- Hartlepool	Furness, Withy & C <sup>o</sup> L <sup>d</sup>	Ld. 03	

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article of the Rules.



# BUS

Sua collance spec.	NAVIRES & CAPITAINE			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CRUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		GREGEMENT NOMBRE DE PONT	DOUBLAGE — RÉPARATIONS													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME							EN MÉTRES													
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠ 196 BUGSIR-IV (ex-Danske-Fire), Lighter. Raven. (12.99)	I	—	—	—	132	Ang	99	Flensburg Schiffbau Ges.	A; 3 comp; G-E; 1 p.A;rp-car.3.03.	27.14 89-0	6.40 21-0	2.16 7-1	.....	West- Hartlepool	Furness, Withy & C <sup>o</sup> L <sup>d</sup>	Ld. 03					
✠ 197 BUGSIR-V (ex-Danske-Fem), Lighter. Street. (12.99)	I	—	—	—	203	Ang	99	Flensburg Schiffbau Ges.	A; 3 comp; G-E; 1 p.A;rp-car.2.03.	32.96 108-2	7.82 2-58	2.35 7-9	.....	West- Hartlepool	Furness, Withy & C <sup>o</sup> L <sup>d</sup>	Ld. 03					
✠ 198 BUONA-SORTE (ex-Anton), Zeinel Ali. (8.96)	13-2	—	—	G3m	259 246	Mtg	81 O.96	Capodistria L. Poli.	C-MI-Ht;ch.m-frg; (sal);d.ft-m.4.92.	33.10 108-7	7.00 23 0	3.82 12-6	.....	Dulcigno	Zeinel Ali	Trst 96 c.v.96					
✠ 199 BERCHARDUS, Thellken. (5.83)	11	—	—	Kff dv. 4m	88 26	Alm	83 O.89	Edeweicht Kramer	C-Ht.sfb;p.S;car. 6.89.	16.3 53-6	4.1 13.6	1.54 5-1	.....	Barssel	H. Schulte	Wes.89					
✠ 200 BÜRGERMEISTER-KIRCHEN- PAUER,..... (6.92)	I	—	—	3m 2 P	240	Alm	92	Vegesack Joh. Lange	F; 6 comp; Leucht- schiff.	40.00 131-2	7.10 23.3	4.31 14-1	.....	Hamburg	Hamburger Staat	Wes.92					
✠ 201 BUSSARD, Larsson. (10.94)	46	3/3, L	L.1.	G3m	265 819 294	Sds	94 O.01	Brake G.H. Thyen	C-Ht-PP;ch.m-frg; (sal);d.ft-m.7.05;rp.03.	40.24 132-1	7.70 25-4	3.93 12-11	.....	Helsing- borg	Esaias Olin	N.Y. 7.07					

N. B. - Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS		CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. 12 inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
	DATE OF TERM																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
+	1	C.-D.-BRYANT, <i>Colly.</i> (12.98)	14-3	—	—	Bq 2 P	929 828	Amr	78 0.00	Searsport <i>B. F. Pendleton</i>	C-Hk-B-Ht-PP, ch. m. fr. (sal); SS. 93; d. ft. m. 8.00.	53.65 176-0	11.27 37-0	6.28 20-7	.....	San-Fran- cisco	E.E. Kentfield	S-F. 01
.	2	C.-H.-S., <i>Marshall.</i> (11.94)	11	—	—	B-G	202 172	Ang	63 V.94	Hayle <i>Harvey &amp; Co</i>	F; 3 comp; (WB. M.); p.P; rp-car. 12.94	34.38 112-10	7.37 24-2	3.91 12-10	.....	Newhaven	J. H. Bull	Ld. 94
+	3	C.-M.-PETERSEN, <i>Petersen.</i> 07-07 (4.07)	16	3/3, P	1.1.	GlT	65 50 60	Dan	07	Marstal <i>G. Clausen</i>	C-Ht; ch. frg; (sal); sfb. p. P.	22.48 73-9	6.00 19-8	2.32 7-8	.....	Marstal	Th. M. Lohse	Swab. 4.07
+	4	C.-P.-DIXON, <i>Gilkey.</i> (3.81)	13	—	—	Bq 2 P	728 692	Amr	81 O.89	Belfast <i>J. Y. Cottrell</i>	C-Hk-B-Ht-PP, ch. m. frg. (sal); p. P. & Sp. d. m. 11.91.	46.30 152-0	10.20 33-6	5.99 19-8	.....	New-York	Pendleton Bros	N-Y. 91
+	5	C.-THORÉN, <i>Larsson.</i> (12.04)	12-6	3/3, G	1.1.	G3m	270 241	Sds	92 O.04	Oscarshamn <i>C. Thorén</i>	P-C; ch. m. frg; (sal); sfb; SS. 04; ear. 12.04.	35.30 115-10	7.50 24-7	3.56 11-8	.....	Brantevik	N. Tufvesson	Got. 11.06
.	6	CABIECES, <i>Alboreds.</i> (10.02)	12-4	—	—	Bq 1 P-B	458 448	Esp	70 O.02	Deusto	C. ch. m; d. m. 10.02; rp. SS. 02.	40.80 133-11	8.10 26-7	5.06 16-7	.....	Bilbao	M. Carrero	Brc. 02
+	7	CABLAN ( <i>ex-Tare</i> ), <i>Moukte- zoglou.</i> (12.99)	15-2	—	—	Bq 1 P-B	688 548	Trc	71 re. 95 O.00	Trieste <i>M. Schiavoni</i>	C. ch. m. frg; p. P; d. ft. m. 5.99; re. 95.	48.20 158-4	9.80 32-2	5.67 18-7	.....	Constanti- nople	Georgiades Thaoussoglou	Cnst 00
+	8	CABO-VERDE ( <i>ex-Maria- Pedro</i> ), <i>Arrojo.</i> (1.05)	15-5	5/6, A	1.1.	B-G 3m 2 P-H	286 282	Ptg	73 O.04	Honfleur	C-Or-Ht; ch. frg; <i>hurric</i> ; SS. 99; d. ft. m. 12.04; rp. C4.	31.03 101-9	6.96 22-10	4.75 15-7	.....	Lisbonne	J. A. Ferreira & Co	Lisb. 9.06
+	9	CACOOSING, . . . . . (8.06) Barge.	13	3/3, G	1.1.	2 m 1 P-B	721 628	Amr	06	Noank (Con.) <i>R. Palmer &amp; Son</i>	C-PP; ch. frg; (sal); sfb.	53.94 177-0	10.66 35-0	4.32 14-2	.....	Philadel- phia	Philadelphia & Reading Transp. Co	N-Y. 8.66
+	10	CADET, <i>Büddig, C. H.</i> (12.00)	13-3	—	—	Ev	49 38	Alm	79 O.01	Cranz <i>H. Sietas</i>	C. sfb; 1/2 V; f. d. pl.; rp-car. 2.02.	18.0 59-0	5.2 17-0	2.00 6-7	.....	Hamburg	Capt (in Dellstedt)	Hbg 02
.	11	CAECILIA, <i>Finck.</i> (4.98)	1	—	—	Gls	49 39	Alm	98	Elmshorn <i>Joh. Thormählen &amp; Co</i>	A; 2 comp; p. A; car. 8.00.	17.92 58-10	5.54 18-2	1.87 6-2	.....	Elmshorn	H. Finck	Hbg 00
	12	CESAR, <i>voir aussi CESAR.</i>																
+	13	CESAR ( <i>ex-Sleipner</i> ), <i>Ande- sen.</i> (9.97) 02-06	16	3/3, P	1.1.	GlT	50 40 46	Dan	97 O.05	Faxe <i>J. Koefoed</i>	C-Ht; ch. frg; (sal); sfb; rp-car. 2.05.	19.60 64-4	5.80 19-0	2.10 6-11	.....	Nykjobing Falster	P. Christen- sen	lyl. 4.07
.	14	CESAR, <i>Lundqvist.</i> (4.01)	11-3	—	—	GlT	135 123 119	Sds	74 O.01	Sundsvall	P-C. ch. m. frg; sfb; (sal); p. n. 94; rp. 94; car. SS. 4.01.	27.15 89-1	6.28 20-7	2.95 9-8	.....	Westervik	Rob. Fogel- marck	Osch 01
+	15	CALABRIA, . . . . . (5.95)	12-7	—	—	G3m 2 P	536 530 515	Ang	81 re. 95	Port-Greville (N-S) <i>G. E. Pettis</i>	P-Sp C. ch. m. fr. (sal); sfb; SS. 95; p. n. 95; rp-car. 4.01.	47.07 154-5	10.83 35-7	4.94 16-2	.....	Windsor (N-S)	C. Splane	Wds. 01

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## CAM

NAVIRES & CAPITAINE		CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES 13 14 15	LARGEUR EN PIEDS ET POUCES 14 15	CREUX DE CALE 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAÎNIÈRE		DIVISION & TERRE	COTE	GREEMENT NOMBRE DE PONTS	Brut Net												
DATE DU TERME					Sous le pont												
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
13	CALZUGA, <i>McKenzie</i> . (11.04)	12-4	3/2, L	1.1.	Bq 1P-B	1406 1830 1290	Ang	90 O.05	South-Maitland (N-S.) <i>Ad. M'Dougall</i>	B-Sp-C.ch.m-frg;(sal); p.Sp;d.ft-m.11.04;rp.05	64.02 210-0	11.93 39-2	7.06 23-2	.....	Maitland (N-S)	Thos. Douglas	Post. 10.01 c.v. 10.06
17	CLETTA (ex-Unionen). # 0.8.2-30 1.03 ELECTR. <i>Collie</i> . (2.05)	I	3/3, L	1.1.	Bq 2 P-T	1694 1574 1580	Ang	92 V.05	Barrow Naval Construction & Armament Co	A; 9 comp; D. 7m77; R. A; 8m84; G. 11m27; 1p. A; 1p.PP; grp.5.00; car.6.06.	75.79 248-8	12.26 40-3	6.75 22-2	55 58	London	Anglo-Ameri- can Oil Co	Shg. 6.06
12	CLER, <i>Nilsson</i> . (12.30)	12-4	—	—	Glt	142 135 125	Sds	76 O.91	Timmernab- ben C. Nilsson	P-C.ch.frg;fb;(sal) p.S;grp-car.SS.5.91.	27.58 90-6	6.50 21-4	2.96 9-9	.....	Kristian- stadt	G. Eilertsson	Mlm.91
19	CALIFORNIA, <i>Andersson</i> . (10.94)	13	—	—	Glt	84	Sds	94 O.02	Halmstad V. Frandsen	C-P.ch.m-frg;(sal); sfb;car.8.02.	25.30 83-0	7.24 23-9	2.29 7-6	.....	Halmstad	C. A. Anders- son	Got. 11.06
20	CALIFORNIA (ex-Dania). <i>For- tin</i> . (10.99)	10-8	—	—	Glt	94 92	Frq	75 rc.99	La Have (N-E)	Sp-B-Ht-C;ch.m-frg; (sal);re.SS.99;d.z.3.05.	26.77 87-10	7.19 23-7	2.68 8-10	.....	St-Malo	Gaston Mo- nier	St-M. 3.05
2	CALIOPH (ex-Santo-Principio). <i>Castramado</i> . (7.95)	13-4	—	—	Bq 1P-B	517	Grc	71 rc.95	Sestri-Po- nente	C-Ml.ch.m-frg.p. PP;d.m.91;rc.SS.95	46.0 150-11	9.0 29-6	6.0 19-8	.....	Corfou	Georgio Mavri	Cnst.95
22	CALLE (ex-Maren-Kirstine). <i>Jonsson M.</i> (1.02) 03-07	16-6	5/6, G	1.1.	Glt	107 93 160	Sds	76 O.01	Svendborg J. R. Andersen	C-Ht.ch.frg sfb;(sal); p.P.98;car.SS.12.01;rp. 03.	25.00 82-0	5.97 19-7	3.05 10-0	.....	Helsing- borg	Capt	Kngb. 4.07 c.v. 3.05
13	CALIOPH (ex-Francia-Cappai). <i>Pouzantaki</i> . (12.05)	13-3	3/3, G	1.1.	Bk 1P-B	528 422	Tre	74 rc.01 O.06	Sestri-P.	C;ch.m-fr;rc.SS.01 d.ft-m.11.01;rp.05	47.52 155-11	9.60 31-6	6.0 19-8	.....	Constanti- nople	Alex. Pouria- zoglou	Cnst. 12.05 c.v. 12.05
24	CALIOPH (ex-Panarniotis). <i>Andria</i> . (9.05)	12-2	—	—	Bk 1P-B	200 187	Tre	85 O.05	Sinope	C-P;ch.m-frg;SS. 01;rp.03;d.ft-m.9.03.	32.60 107-0	8.47 27-10	5.65 18-6	.....	Chio	G. Andria & M. Georgiou	Chio 9.05
25	CALIOPH, <i>Le Guenneq</i> . (7.00)	15	3/3, P	1.1.	Slp	46 34	Frq	00	Falais (B. I.) <i>Gallo Conan</i>	C-Or;ch.frg;sfb; rp-car.5.04.	15.40 50-6	5.00 16-5	2.20 7-3	.....	Auray	Le Gloaster & fils (St-Pierre Quibe- ron)	Brst 04
26	CALIOPH (ex-Angela). <i>Mad- jarinos</i> . (11.06)	14-7	3/3, A	1.1.	G3m 1P-B	426 399	Tre	91 O.06	Sinope	C-Ml-PP;ch.ev-frg; (sal);d.ft-m.10.06;rp. SS.06.	37.90 124-5	8.80 28-11	5.40 17-9	.....	Chio	Capt	Cnst. 4.07 c.v. 4.07
27	CANARI, <i>Hansen</i> . (1.03)	13-8	3/3, L	1.1.	Bq 1P-B	1286 1278 1219	Nrw	85 O.03	Quebec E. Samson	Hk-B-Or-P C ch.m-fr (sal);P.n.03;SS.03;d.ft- m.4.03;rp.05.	63.30 201-7	11.58 38-0	7.16 23-6	58 1/2 63 1/4	Kristiania	J. Johanson & Co	Chrt. 3.05 c.v. 3.05
28	CANARI, <i>Le Mourrier Th</i> (5.05)	14-3	5/6, A	1.1.	Glt	97	Ang	73 O.05	Jersey Daniel Lesueur	C-PP.ch.ev-frg; p.PP; d.ft-m.99;rp.91;(sal); SS.05.	26.4 86-8	6.0 19-8	3.12 10-3	.....	Guernesey	Capt (à Jersey)	Pmp. 5.05 c.v. 5.05
29	CANARI, <i>Comella</i> . (7.02)	14	3/3, A	1.1.	G3m 1P-B	438 424 392	Itl	02	Torre-del- Greco Donnarumma	C-P;ch.m.frg;1.ft- m.2.06;grp.06.	42.18 138-5	9.00 29-6	4.97 16-4	.....	Naples	A.R. Gentile	Nol. 3.06
30	CANIER, <i>Williams</i> . 97-03	16-6	3/3, G	1.1.	Dy	10 76	Frq	91 O.07	Nantes A. Blineau	C.ch.frg;sfb;(sal); p.PP;rp-car.5.03;SS.07.	23.70 77-9	6.77 22-2	2.97 9-9	.....	Vannes	Capt	L-R. 9.07 c.v. 9.07

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
+	31	CAMILLE, <i>Gaborit.</i> 84-98	(1.98)	13	3/3, P	1.1.	Dy	55 41	Frç	97	Nantes <i>E. Alleau</i>	C-Or;ch.frg;sfb;rp- car.4.05.	18.13 59-6	5.67 18-8	2.41 7-11	.....	Nantes	Coignard & Co	Nt. 10.07	
.	32	CAMILLE, <i>Ybert.</i>	(6.02)	13	3/3, P	1.1.	Glt	50 39	Frç	02	La Richardais <i>L. Tranchemer</i>	C-Or;ch.frg;sfb.	17.34 56-11	5.82 19-1	2.23 7-4	.....	L'Aiguil- lon-s/Mer	Ybert	L-R. 11.36 c.v.11.06	
+	33	CANADA, <i>Monro.</i>	(10.05)	13-6	3/3, L	1.1.	3 m 2 P-B	2318 2137 2067	Ang	91	Kingsport (N- S) <i>C.R. Burgess</i>	Sp-PP-B-Ht-C.ch.m- frg;(sal);grp.01;d.ft.m. 10.05;rp.SS.05.	76.50 251-0	13.71 45-0	7.93 26-0	70 73	Windsor (N-S)	C. R. Burgess	N.Y. 10.05	
.	34	CANADIENNE, <i>Fierdehaiche.</i> (3.07)		9-2	5/6, P	1.1.	Glt	60 51	Frç	76 rc.96 O.05	Canada	C-Sp-B;ch.fr.(sal);sfb; p.Sp.02;grp-car.3.05.	22.53 74-0	6.28 20-7	2.52 8-3	.....	St-Pierre- Miquelon	L. Hubert Fils	St-P. 1.07 c.v.1.07	
+	35	CANARA, <i>Repetto.</i> 78-06	(2.06)	14-5	3/3, L	1.1.	3 m 2 P	1570 1417 1495	Itl	84	St-John (N-B) <i>Stewart &amp; Ritchie</i>	Sp-PP-B-Hk-P-C.ch. m-frg.(sal);d.ft.m.1.00; SS.98;rp.06.	66.30 217-7	12.33 40-5	7.43 24-4	.....	Gène	F.lli Bianchi fu Sebastiano	Gen. 2.06	
+	36	CANCALAIS, <i>Tual.</i>	(1.07)	15	3/3, G	1.1.	3mG	230 183 205	Frç	07	Cancale <i>Lhotellier</i>	C-Or;ch.m-frg;sfb; p.P.	33.44 109-9	7.72 25-2	3.96 13-0	.....	Cancale	Fr. Delisle	St-M. 3.07	
+	37	CANCALAISE, <i>Martin.</i>	(1.01)	15	3/3, G	1.1.	Glt	200 151	Frç	01	Cancale <i>Lhotellier</i>	C-Or;ch.frg;sfb.	33.32 109-4	7.82 25-8	3.75 12-4	.....	St-Servan	Th. Clement	St-M. 3.07 c.v. 2.07	
+	38	CANNEBIÈRE, <i>Simon.</i> P.C. 6-85 (4.07)	(8.04)	I	3/3, L	1.1.	Bq 2 P	2453 1982	Frç	00	Nantes <i>Chantiers de la Loire</i>	A: 2 comp; D. 38m70; R. N. 7m; G. 29m30; rp.05;car.4.07.	84.26 278-5	12.29 40-4	6.87 22-6	45 48	Marseille	SociétéMarseil- laise de Voiliers	M. 4.07	
+	39	CANTATBICE, <i>Henry.</i> 00-03	(7.03)	15	3/3, G	1.1.	Glt	109 80	Frç	03	Paimpol <i>Perrot</i>	C-Or-Ht.ch.frg;sfb; p.PP.	26.29 86-4	6.98 22-10	3.06 10-0	.....	Tréguier	Henry & Dau- phin	St-A. 8.07 c.v. 6.05	
.	40	CANTERBURY-BELL, <i>Ling.</i> -- 05 (3.05)		13-6	5/6, G	1.1.	Kt	74 60	Ang	78	Rye	C-Or-PP;ch.frg; sfb;grp-car.SS.3.05	22.91 75-2	6.15 20-2	3.05 10-0	.....	Plymouth	J. H. Davis	Pim. 5.05	
+	41	CAP-HORN, <i>Hamon.</i>	(10.88)	I	—	—	4 m 2 P	2675 2492	Frç	88	Port-Glasgow <i>Russell &amp; Co</i>	A;2comp;W3;cale 600 t;1 p.A.1 p.P;car.2.92	106.95 305-9	13.53 44-7	7.37 24-2	.....	Bordeaux	A. D. Bordes & fils	Dk. 92	
+	42	CAP-LIHOU ( <i>ex-Papa-Giovan- ni</i> ), <i>Duquesnel.</i>	(6.98)	15-13	3/3, A	1.1.	3mG 1P-B	252 201	Frç	98	Torre-del- Greco	C-P;ch.m-frg;d.ft- m.6.98.	37.82 124-0	7.80 25-7	4.10 13-6	.....	Granville	Turgot	Grv. 3.06 c.v. 0.04	
+	43	CAPELLA, <i>Hansen.</i> 96-03	(2.03)	16	3/3, G	1.1.	G3m	172 146 162	Dan	03	Svendborg <i>J. R. Andersen</i>	C-Ht;ch.frg;(sal); sfb.	32.14 105-6	7.75 25-2	3.08 10-1	.....	Svendborg	C.V. Petersen	Ld. 5.05	
.	44	CAPELLA, <i>Selmer, S.</i>	(4.02)	10-6	3/3, G	1.1.	Glt	88 73 76	Nrw	96	Lillesand	P-C;ch.frg;sfb;rp- car.4.02.	26.20 86-0	6.95 22-10	2.75 9-0	.....	Christiania	Capt	Got. 04	
+	45	CAPELLA, <i>Matusel.</i> 85-04	(10.95)	12	3/3, G	1.1.	B-G 3 m 1P-B	396 349 357	Rss	95	Petercapell	P-C;ch.frg;(sal); p.P;sfb;rp-car.3.05	42.12 138-2	8.74 25-8	4.42 14-6	.....	Riga	J. & P. Legs- ding & Co	Mis 7.06 c.v. 7.06	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

CAR

1 Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			7 GRÉMENT NOMBRE DE PONT	TONNAGE		9 PAVILLON	10 ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAU X — DOUBLAGE — RÉPARATIONS		13 LONGUEUR EN MÈTRES EN PIEDS ET POUCES	14 LARGEUR EN MÈTRES EN PIEDS ET POUCES	15 CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	16 FRANC BORD EAU SALÉE H.A.N. en pouces	17 PORT D'ARMEMENT	18 ARMATEURS	19 DERNIÈRE VISITE							
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			4 DIVISION & TERME	COTE			5	6			8 Brut Net Sous le pont	11	12	13								14	15	16	17	18	19	
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																												
	DATE DU TERME																												
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19												
✠	46	CAPELLA, <i>Kongs.</i> (9.03) 91 - 04	11	3/3, G	1.1.	B-G 3 m	—310 —280	Rss	03	Kabli <i>P. Ahbol</i>	C-P; ch. fr.; (sal); sfb; rp. 03; car. 8.07.	38.50 126-4	7.92 26-0	3.85 12-9	.....	Riga	Markson & Grant	Riga	8.07										
✠	47	CAPELLA, <i>Reche.</i> (5.99) 95 - 02 (3/3, P.1.1.)	10	...	..	Glt	—115 —98 —99	Rss	98	Weiden <i>F. Pers</i>	C-P; ch. fr. (sal); sfb; rp. 03.	22.25 73-0	6.63 21-9	3.12 10-3	.....	Windau	C. Aumann	Ld.	03 c.v.03										
.	48	CAPELLA, <i>Kasparsson.</i> (3.03) (5/6, G.1.1.)	11-6	...	..	Gls	—117 —98	Sds	87 0.03	Bergen	P-C; ch. frg.; (sal); sfb; rp-car. 2.03.	26.92 88-42	7.25 3-10	3.05 10-0	.....	Warberg	R. Jobson	Got.	03										
✠	49	CAPRICIEUSE, <i>Vidament.</i> (9.04)	15	3/3, G A.&C.P.	1.1.	Glt	—156 —120	Frç	04	Kérity <i>Bonne</i>	C-Or-Ht; ch. frg.; p. S; sfb.	30.29 99-5	7.23 23-9	3.52 11-7	.....	St-Brieuc	Y. Thomas (Le Lége)	St-M.	2.87 c.v.2.07										
.	50	CARIN, <i>Wedin.</i> (10.04) 82 - 05	13-4	5/6, G	1.1.	Bq 1 P-B	—485 —449 —431	Sds	77 0.04	Framnäs <i>Ostman</i>	P-C; ch. m-frg.; (sal); sfb; SS.96; rp.04; car. 10.05.	41.75 137-0	9.27 30-5	5.08 16-8	.....	Timrå	Wifsta Rederi Aktiebolaget	Plm.	10.05										
.	51	CABINE-VON-EMMAST, <i>Söel.</i> — - 05 (4.03)	8	3/3, P	1.1.	Glt	—106 —89	Rss	02 0.07	Puulaid <i>P. Ausberg</i>	P; ch. fr.; (sal); sfb; car. 7.07.	25.45 83-6	7.08 23-3	2.94 9-8	.....	Libau	Baron A. von Hoyningen Huene	Wsb.	7.07										
✠	52	CARITA-L., <i>Gramos.</i> (11.93)	15	3/3, L	1.1.	Bq 1 P-B	—893 —874	Rss	93 0.01	Varazze <i>B. Cerruti</i>	C-PP-Ml. ch. m-frg.; d.ft-m.6.06; rp.06.	49.15 161-3	9.74 32-0	7.22 23-9	.....	Nystad	O. A. Fardeg	Qst.	6.06										
.	53	CARL, voir aussi KARL.																											
✠	54	CARL (ex-Marguerite-Elise), P. C. 6-85 (7.05) <i>Stehr.</i> (7.05)	11	3/3, L	1.1.	Bq 1 P-B	—1197 —1085 —1150	Alm	91 0.05	Nantes <i>Ateliers &amp; Char- tiers de la Loire</i>	A:2comp; D.10m55; R. A.11m80; G.8m70; p. PP; rp-car.7.05.	64.97 213-2	10.49 34-5	6.50 21-4	.....	Bremen	Seetzen Gebrüder	Hbg	7.05										
✠	55	CARL, <i>Venz, Chr.</i> (3.00)	15-2	—	—	Gls	—40 —31	Alm	78 0.00	Seedorf a/R <i>F. Brakenwagen</i>	C-Ht.ch.frg.sfb;p.S rp-car.SS.3.00.	14.9 49-0	4.6 15-1	2.07 6-10	.....	Stralsund	Capt (à Lietzo- werfahre a/R.)	Strs.	00										
✠	56	CARL, <i>Schacht, El.</i> (3.05)	15-6	3/3, P	1.1.	Gls	—106 —89 —101	Alm	90 0.05	Barth <i>C. Holzerland</i>	C-Ht; ch-frg.; (sal); sfb;p.P;rp.97; car.SS. 7.05.	15.60 51-3	4.61 15-1	2.13 7-0	.....	Barth	Capt	Brth	7.05										
✠	57	CARL, <i>Lindegaard.</i> (5.07) 91 - 91	16-6	3/3, G	1.1.	Glt	—106 —89 —101	Dan	91 0.07	Aroeskjöbing <i>R.Mortensen</i>	C-Ht.ch.frg.; (sal); sfb; rp-car.SS.4.07.	25.2 82-8	6.2 20-4	2.92 9-8	.....	Aroeskjö- bing	J. C. Svane	Svdb.	4.07										
✠	58	CARL, <i>Clemmensen, C. P.</i> 68 - 98 (4.98)	16	3/3, P	1.1.	Gls	—53 —45 —50	Dan	98 0.05	Svendborg <i>J. R. Andersen</i>	C-Ht; ch.frg.; sfb; (sal); car.8.04	19.84 65-1	5.59 18-4	2.20 7-3	.....	Svendborg	Capt (à Thurø)	Svdb.	5.07										
✠	59	CARL, <i>Norman.</i> (4.93)	12-6	—	—	G3m 1 P-B	—344 —298 —286	Sds	70 0.93	Piteå <i>C. Brandlöf</i>	C-P.ch.m-frg.; d.ft-m. 3.83; p.P.91; SS.91; grp. 93; rp.97.	38.9 127 8	8.0 26-3	3.84 12-7	.....	Radmansö	Capt	Flm.	97 c.v.96										
✠	60	CARL, <i>Olsson.</i> (5.07) 81 - 98	12-5	3/3, A	1.1.	G3m	—217 —198 —189	Sds	89 0.07	Helsingborg <i>J. Jönsson</i>	C-PP-P; ch.m-frg.; SS. 01; d.ft-m.3.01; rp.07.	33.8 110-11	7.7 25-3	3.04 10-0	.....	Fiske- bäckskil	C.J. Ödman	Flm.	4.07 c.v.4.07										

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY												
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																										
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																														
	DATE OF TERM																														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19													
.	61	CARL ( <i>ex-Karl</i> ), <i>Andersson</i> . (3.06)	11-4	3/3, G	1.1.	Glt	100	Sds	92 O.06	Sjötorp	P-C.ch.frg;(sal); sfb;SS.99;rp-car.3.06.	24.34 79-10	6.53 21-5	2.97 9-9	.....	Kristine- hamn	P. Aström	Got. 3.06													
+	62	CARL, <i>Jönsson</i> . (3.92)	12-4	—	—	Glt	78 71	Sds	71 O.92	Helsingborg <i>J. Nordström</i>	C-Ht-P.ch.frg.sfb;p.n. 87;SS.87;rp.89;car.5.92	22.0 72-0	5.9 19-4	2.60 8-6	.....	Helsing- borg	C. Öberg	Hlsb92													
+	63	CARL, <i>Carlsson</i> . (6.00)	16-8	3/3, P	1.1	Glt	54 49 52	Sds	92 O.00	Marstal <i>F. Hansen</i>	C-Ht.ch.frg;sfb; (sal);car.6.05	19.79 65-0	5.34 17-7	2.32 7-8	.....	Donsö	Capt	Got. 6.05													
+	64	CARL, <i>Nilsson, S.</i> (6.98) (3/3, P. 1.1.)	14	...	...	Glt	54 40	Sds	98	Örnavik <i>J. Bengtsson</i>	C-P;ch.frg;(sal); sfb;car.3.03	22.26 73-0	5.64 18-6	1.93 6-4	.....	Djupeås	Capt	Got. 0.3													
+	65	CARL-ANDERSEN, <i>Andersen</i> . (9.05)	16	3/3, G	1.1.	Glt	72 58 68	Dan	05	Bandholm <i>P. Clausen</i>	C-Ht;ch.frg;(sal); sfb;p.PP;G.E	22.42 73-7	5.65 18-6	2.41 7-11	.....	Aarhus	H.C.Andersen	Kngb. 10.07													
+	66	CARL-BOTH, <i>Jansén</i> . (12.00)	13-3	—	—	Bq 1 P-B	569 543 516	Rss	72 O.01	Rostock <i>O. Ludewig</i>	C-Ht-PP.ch.m.frg;(sal); p.n.94;SS.91;grp.01; sff.p.r.d.t.t-m.2.01.	44.29 145-4	9.37 30-9	5.66 18-7	.....	Åbo	J. E. Jansson	Åbo 03													
+	67	CARL-BRICH-BAHN, <i>Thäm- litz, W.</i> (6.98)	13	3/3, P	1.1.	Gls	55 44 41	Alm	98 O.05	Seedorf a/R. <i>G. Krüger</i>	C-Ht;ch.frg;sfb; (sal);car.5.05.	19.74 64-9	4.70 15-5	1.77 5-10	.....	Stralsund	Capt	Kngb. 5.07													
.	68	CARL-FREDRIK ( <i>ex-Orpheus</i> ), <i>Olofsson</i> . (4.97)	12-4	—	—	Bq 2 P	936 913	Sds	60 O.98	East-Boston	C-PP;ch.m-fr;(sal).sff; ft.S.3.94 p.n.84;SS.94; rp-car.2.98.	52.80 173-3	10.60 34-10	6.75 22-2	.....	Gothem- bourg	K. O. Leon	Got. 98													
+	69	CARL-MÖRK, <i>Mortensen</i> . (12.01)	16	3/3, G	1.1.	G3m	176 147 167	Dan	01	Thurø <i>N. P. Petersen</i>	C-Ht.ch.frg;(sal); sfb.	31.67 103-11	7.00 24-11	3.42 11-3	.....	Svendborg	J.M.P.Anders- kouw	Nt. 2.06													
.	70	CARL-OLOF, <i>Hansson</i> . (12.98)	12-7	—	—	Glt	44 29	Sds	90 O.99	Wiken <i>Hagerman</i>	C-P.ch.frg.sfb; (sal);rp-car.3.02.	16.30 53-6	4.90 16-1	2.01 6-7	.....	Wiken	O.Persson	Hlsb02													
.	71	CARL-PETTER, <i>Andersson</i> . (4.92)	9-3	—	—	Glt	178 168	Sds	68 O.92	Värnanäs <i>C.A. Halm</i>	P-C;ch.m;sfb;p.S; rp-car.SS.3.92.	30.50 100-1	7.10 23-4	3.20 10-6	.....	Bergqvara	R. Pettersson	Hlsb92													
.	72	CARL-XV, <i>Olsson</i> . (10.88)	9-4	—	—	Bq 1 P-B	412 384 370	Sds	60 re.79 O.88	Örnsköldsvik	S.ch.m.SS.88; d.ft- m.10.88;(sal).	40.2 132-0	8.3 27-3	4.16 13-8	.....	Vaddö	C. Edlund	Hrns91													
+	73	CARLO, <i>Luporini</i> . (1.85)	12	—	—	Ttn	80	Itl	85 O.92	Viareggio <i>A. Raffaelli</i>	C-Ml.ch.frg.sfb;p. P;rp-car.9.94.	22.5 73-9	6.1 20-0	2.65 8-8	.....	Livourne	C. Luporini	Lvn. 94													
+	74	CARLO-GIORGINI, <i>Fontana</i> . (8.04)	14-7	3/3, G	1.1.	B-G	98 79	Itl	93 O.04	Viareggio <i>A. Raffaelli</i>	C-P;ch.m-frg;sfb;p.P. grp.04;d.ft-m.11.04.	24.30 70-90	6.40 21-0	2.98 9-10	.....	Livourne	Ells Giorgini	Npl. 10.06													
.	75	CARLO-PADRE ( <i>ex-Domenico- P., ex-Giuseppe-III</i> ), <i>Marti- nelli</i> . (4.05)	14-4	5/6, G	1.1.	B-G	97	Itl	79 O.05	Sestri	C-PP;ch.m-frg;sfb; grp-car.SS.5.05.	24.50 80-5	6.80 22-4	3.28 10-9	.....	Livourne	S. Martinelli (à Viareggio)	Lvn. 6.05													

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

CAR

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BOUD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & THÈME	COTE		Brut	Net			DE CONSTRUCTION	CONSTRUCTEURS	DOUBLAGE	RÉPARATIONS							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✦	76	CARMEL, . . . . . (12.86)	11-3	—	—	Bq 1 P-B	780 721 698	Nrw	70 O.84	St-Martin (N-B) H. M'Questen	Sp-B-P-C-PP.ch.m-fr SS.80;(sal;d.ft-m.9.84.	49.10 161-1	10.40 34-0	6.02 19-9	.....	Christiania	M. Eriksen	Am. 89			
.	77	CARMEL, . . . . . (3.82)	10	—	—	Bq 1 P-B	627 578 540	Nrw	82 O.88	Porsgrund Lars Pedersen	P-C-PP.ch.m-frg. (sal);d.ft-m.2.91;rp.91	47.09 154-6	9.93 32-7	5.31 17-5	.....	Laurvig	Bugge, Olsen & Co	Stvg 91			
.	78	CARMELA-C., <i>Cafiero.</i> (2.02)	14-4	—	—	Bq 1 P-B	614 597 549	Itl	79 O.02	Meta	C-PP-Ml;ch.m-frg; d.ft-m.1.02;SS.99;rp.04	46.10 151-3	9.50 31-2	6.12 20-1	.....	Castella- mare	M.&F.Cacace (à Meta)	Ld. 04			
.	79	CARMELINA(ex-Giorgio-Ardi- son), <i>Rinaudo.</i> (11.05)	13-3	3/3, G	1.1.	B-G	121 115 121	Itl	82 O.05	Limite Pichiotti f <sup>li</sup>	C-P.ch.frg;d.ft-z. 10.05;rp.SS.05.	27.78 91-2	7.19 23-7	3.26 10-8	.....	Syracuse	Santi-Campi- si	Src. 10.05			
✦	80	CARNOT, <i>Turbé.</i> 01-06 (4.06)	12-6	3/3, G	1.1.	Glt lat.	124 93	Frç	95 O.06	Fécamp E. Capon	C-Or-S;ch.frg;sfb; car.SS.4.06;rp.07; p.n.07.	25.90 85-0	7.32 24-1	3.29 10-10	.....	Ile d'Yeu	Fradet & Lo- chon	B-l. 3.07 c.v.3.07			
✦	81	CARNOT, <i>Coadou.</i> (9.05)	14-3	3/3, P	1.1.	Glt	75 55	Frç	91 O.05	Paimpol Pilvin	C-Or-PP-S;ch.frg; (sal);sfb;grp-car.12.00.	22.96 75-4	6.06 19-10	2.95 9-9	.....	St-Brieuc	Capt	St-M.10.05 c.v.10.05			
.	82	CAROLINA, voir aussi CARO	LINE,	KARO	LIN A.																
.	83	CAROLINA (ex-Caroline-Hel- bing), <i>Persson.</i> (4.97)	11-4	—	—	Bk	223	Sds	64 O.97	Rostock	C-Ht-P.ch.m-frg;sfb; p.n.90;grp-car.SS.4.97.	30.20 99-1	7.40 24-4	4.16 13-8	.....	Wik	O. Persson	Osch 97			
.	84	CAROLINA, <i>Anderberg.</i> (4.01)	9-3	—	—	Glt	47 39	Sds	01	Oscarshamn C. Thoren	P-C;ch.fr;(sal);sfb. rp-car.4.02.	17.80 58-5	5.17 17-0	2.20 7-3	.....	Brantevik	B. Jonsson	Cph. 02			
.	85	CAROLINE, voir aussi CARO	LINA.																		
✦	86	CAROLINE, <i>Dirks, M.</i> (12.93)	14-3	—	—	Gls	115 91	Aim	63 O.94	Neustadt J. Tornøe	C-Ht.ch.m.sfb;rp- car.SS.6.94.	24.83 81-6	6.99 22-7	3.19 10-5	.....	Warsing- fehn	Capt	Leer 94			
.	87	CAROLINE, <i>Andersen.</i> (4.99)	14-2	—	—	Bk	189 172 167	Dan	57 rc.31 O.96	Kalboda	C-P.ch.frg.sfb;p.P 81;rp-car.6.98;SS.96.	30.95 101-7	7.45 24-5	3.36 11-0	.....	Svendborg	M. Rasmussen (Fredericia)	Cph. 99			
✦	88	CAROLINE, <i>Christensen.</i> 06-06 (12.05)	16-6	5/6, G	1.1.	B-G	154 142 151	Dan	71 O.06	Marstal J. J. Bager	C-Ht.ch.frg.sfb;p.n. 90;SS.01;grp-car.1.06	27.17 89-2	6.58 21-7	3.59 11-9	.....	Marstal	H. C. Christen- sens Enke	Svdb. 2.06			
✦	89	CAROLINE, <i>Christensen.</i> 97-97 (12.05)	16-3	5/6, G	1.1.	Glt	128 110 121	Dan	73 O.96	Kjøge W. Flindt	C-Ht.ch.frg.sfb;(sal);p. n.96;SS.96;rp.02;car. 8.06.	27.85 91-5	6.33 20-9	3.14 10-4	.....	Rudkjø- bing	P. Bondo- Petersen	Svdb. 8.06			
✦	90	CAROLINE, <i>Bugge.</i> (4.92)	15-6	—	—	Glt	122 113 107	Dan	69 O.92	Holbek P. Mortensen	C.ch.frg.sfb;grp.89;p. n.92;rp-car.SS.4.92	26.93 88-5	6.23 20-5	3.15 10-4	.....	Holbek	Paul Smith	Cph. 96 c.v.96			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. 10 inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TEAM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND															
	DATE OF TERM																				
	1	2	3			4														5	6
+	91	CAROLINE-ELISABETH, Olsson, O. E. (5.02)	16-6	5/6, G	1.1.	Glt	143 128 130	Sds	75 O.02	Horsens C. Schröder	C-Ht.ch.m-frg.(sal); sfb;p.P.91;rp.91;SS.02; car.4.04.	26.82 88-0	6.58 21-7	3.35 11-0	.....	Lysekil	Capt	Stkh. 5.05			
+	92	CAROLINE-KOCK, Holm. 78-05 (12.06)	I	3/3, G	1.1.	G3m	316 269 296	Dan	02 V.06	Rønne Bornholms Maskin Fabrik	A; 2 comp; p.PP; rp.04;car.12.06.	37.76 123-9	8.98 29-6	3.70 12-2	.....	Marstal	Agent Peter- sen	Hbg 12.06			
+	93	CAROLUS, Andersson. (5.92)	12	—	—	Glt	81 70 78	Sds	92 O.98	Timmer nab- ben C. Nilsson	C-P;ch.frg;sfb; (sal);car.3.01.	23.70 77-10	6.20 20-4	2.30 7-7	.....	Arildsläge	N. P. Nilsson	Hlsb.01			
.	94	CARRIE-BELL, Magor. (7.03)	13-4	—	—	G3m	136 98	Ang	62 O.03	Glassondock J. H. Barrow	C-PP;ch.frg;sfb; rp-car.SS.7.03.	29.03 95-3	6.50 21-4	3.43 11-3	.....	Lancaster	James Barrow	Flm.03			
.	95	CARRIE-HARVEY, Trembeth. (7.05)	14-3	3/3, G	1.1.	Glt	111 90 111	Ang	81 O.05	Plymouth Banks	C-T-PP;ch.m.frg.(sal); sfb;rp.SS.99;car.7.05.	26.39 86-7	6.60 21-8	3.23 10-7	.....	Plymouth	Inkerman Tre- gaskes (à Par)	Flm. 7.05			
+	96	CARRIE-L.-SMITH, Read. (7.04)	12-3	3/3, A	1.1.	Bq 1 P-B	656 600 559	Ang	89 O.06	Harvey (N-B) G. S. Turner	Sp-B-PP-C.ch.m-fr; (sal);SS.01;d.ft-m.10.06; rp.06.	49.61 162-9	10.49 34-5	4.57 15-0	.....	St-John (N-B)	J. Nelson Smith	N-S. 10.06			
+	97	CARRIE-WINSLOW, Mont- gomery. (7.80)	13	—	—	Bq 2 P	944 826	Amr	80 O.87	Portland (Me) G. Russell	C-PP.ch.m-frg.(sal); p.P.&Sp;d.ft-m.11.91.	52.96 173-9	10.55 34-6	6.33 20-9	.....	Portland (Me)	J. S. Winslow & Co	N-Y.93 c.v.93			
+	98	CARRIER-DOVE, Jensen. (10.02)	12-3	—	—	G4m	707 635	Amr	90 O.02	Port-Blakely Hall Bros	P;ch.m-frg;(sal); sfb;rp-car.1.01.	57.53 188-9	11.88 39-0	4.32 14-2	.....	San-Fran- cisco	J. Jensen	Shg.04			
+	99	CARRINGTON, . . . . . (6.97)	I	—	—	Bq 1 P-B	3256 3121	Amr	97	Chicago Chicago ship- building Co	A; 6 comp;(WB, cell.); 1 p. A.	107.29 352-0	13.41 44-0	7.93 26-0	.....	Chicago	C.W.Elphicke & Co	Chc.97			
+	100	CARTE-BLANCHE, . . . . . (8.97)	13-3	—	—	Bq 1 P-B	851 797 747	Nrw	85 O.96	Arendal Henricksen	C-PP-P.ch.m-frg;(sal); p.P;rp.89;d.ft-m.10.06; rp.97.	51.87 170-2	10.66 35-0	6.06 19-10	.....	Arendal	Hans H. Pet- tersen	Mlb.00			
+	101	CARVAJAL (ex-Maria-de-la- Soledad), Jardon. (10.06)	13-3	5/6, A	1.1.	Bq 2 P	598 575	Urg	78 O.06	Blanes J. M. Viera	C-Ml;ch.m-fr;grp. SS.06;d.ft-m.9.06.	44.00 144-4	9.10 29-10	5.64 17-7	.....	Montevi- deo	M <sup>me</sup> de Arias (Barcelone)	Brc 10.06			
.	102	CASIMIR-PÉRIER, Com- meaux. (2.05)	11-3	5/6, G	1.1.	B-G	184 129	Frç	79 O.05	Fécamp	C.Or;ch.m;p.P.00; grp.94;sfb;car.1.05	29.67 97-5	7.95 26-2	3.56 11-8	.....	St-Malo	La Morue Française	St-M. 2.07			
+	103	CASPER, Hansen, E. A. (3.02)	16-6	5/6, G	1.1.	Glt	138 119 129	Dan	75 O.02	Thurø P. Bom	C-Ht.ch.m-frg;sfb;p.P. 99;rp-car.SS.4.02.	27.68 90-10	6.43 21-1	3.15 10-4	.....	Svendborg	Chr. Bom (à Thurø)	Svrb. 2.06			
+	104	CASTOR, Sonne. 97-02 (4.02)	16	3/3, A	1.1.	G3m	247 209 242	Dan	02	Aeroskjøbing R. Mortensen	C-Ht;ch.m-frg; (sal);d.ft-m.11.02.	34.84 114-5	8.73 28-8	3.77 12-4	.....	Aeroskjø- bing	Aktieselskabet 3 m Skonnert «Castor» (R. E. Svingning)	N-C. 12.05 c.v.12.05			
.	105	CASTRI-BACHRI, Mahmoud. (9.92)	12-2	—	—	Bk	226	Tre	72 O.92	Ounia	C-P.ch.fr.sfb;rp- car.9.92.	30.00 98-5	7.50 24-7	5.00 16-5	.....	Constanti- nople	Ibrahim Bey	Cnst 92			

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## CAT

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — LARGEUR — CREUX DE CALE — FRANC BORD — EAU SALÉE H.A.N. — en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE			
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	Brut — Net — Sous le pont		AN												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3							4									5	6	7
• 106	CATERINA, voir CATHARINA.																			
• 107	CATHARINA, voir aussi CAT			HERIN	E, CAT	HRINE,		CATRI	NE,			KAT HARINA, KAT	HRINA.							
✠ 108	CATHARINA, <i>Duken, U. J.</i> 73 - 90 (3.04)			14-4	5/6, G	1.1.	Glo	— <sup>93</sup> <sub>78</sub>	Alm	74	Papenburg O.04	Papenburg B. Tholen	C-Ht.sfb;grp.98; rp-car.SS.3.04.	22.4 73-5	5.2 17-0	2.62 8-7	.....	Iherings- fehn	Capt	Wes.04
• 109	CATHARINA, <i>Schulner, W.</i> (8.07)			12-4	3/3, P	1.1.	Tk dv bsc	— <sup>74</sup> <sub>70</sub> — <sup>66</sup> <sub>66</sub>	Alm	87	Waterhuizen O.07	Waterhuizen J. Patje	C-PP.sfb;G-E.f.d.plt; (sal);grp.91;SS.02;rp- car.0.07.	21.8 71-6	5.0 16-5	2.14 7-0	.....	West-Rhau- derfehn	Capt	Wes. 9.07
✠ 110	CATHARINA, <i>Frahm, J.</i> (10.92)			14-3	—	—	Gls	— <sup>59</sup> <sub>40</sub>	Alm	76	Elmshorn O.92	Elmshorn J. Kremer	C-Ht.sfb;(sal);p.S; car.11.93.	18.0 59-0	5.4 17-9	2.19 7-2	.....	Hamburg	Capt (in Breiholz)	Hbg 93
• 111	CATHARINA, <i>Schlichting, H.</i> (8.01)			12-4	—	—	Ev dv	— <sup>48</sup> <sub>37</sub>	Alm	67	Oste rc.01	Oste C. Breuer	C.sfb; 1/2 V; p.S; rc.SS.01.	19.2 63-0	5.6 18-4	1.93 6-4	.....	Twielen- feth	J.Schlichting	Hbg 01
✠ 112	CATHARINA, <i>Feldtmann, H.</i> (3.96) (3/3, P. 1.1.)			15	...	..	Gls	— <sup>48</sup> <sub>38</sub> — <sup>87</sup> <sub>87</sub>	Alm	96	Anclam	Anclam J.C.Peuss	C-Ht;ch.frg;(sal); sfb;p.P.	19.40 61-8	5.10 16-2	2.08 6-5	.....	Hamburg	Capt	Strs.00
• 113	CATHARINA, <i>Brinker, J.</i> (3.95)			11	—	—	Tk.Dv.	— <sup>21</sup> <sub>20</sub>	Alm	95	Westrhauder- fehn J. Schlömer	Westrhauder- fehn J. Schlömer	C-Ht;ch.fr;sfb.	14.60 47-11	3.60 11-10	1.43 4-8	.....	Westrhau- derfehn	Capt	Ppb.95
✠ 114	CATHARINA, <i>Christoffersen.</i> (12.03)			1	3/3, L	1.1.	Bq 1 P-B	— <sup>1087</sup> <sub>989</sub> — <sup>957</sup> <sub>957</sub>	Nrw	83	Amsterdam V.03	Amsterdam Huygens & Van Gelder	F-Tk-C-PP.ch.m.frg; p.PP;rp.96;sf;pr.91; d.ft-m.12.05.	56.99 187-0	11.00 36-1	6.40 21-0	.....	Sarpsborg	J. M. Jonasen	Svn. 42.05
✠ 115	CATHARINA, <i>Skoftestad.</i> (3.03)			14-4	—	—	Glo	— <sup>128</sup> <sub>114</sub>	Nrw	68	Edeweicht O.03	Edeweicht Kramer	C-Ht.sfb;p.n.88; rp-car.SS.3.03.	26.39 86-7	6.10 20-0	3.00 9-10	.....	Haugesund	S. Staalesen	Wes. 3.06
• 116	CATHARINA, <i>Matusal.</i> 85 - 07 (5.07)			9-4	5/6, G	1.1.	Glt	— <sup>236</sup> <sub>224</sub> — <sup>213</sup> <sub>213</sub>	R-s	78 rc.97 O.07	Kurbis O.07	Kurbis Anderson	P-C;ch.fr.(sal);sfb; rp-car.SS.5.07.	32.32 102-9	7.49 24-7	3.73 12-3	.....	Riga	G. Grass	Riga 5.07
✠ 117	CATHARINA, <i>Mattsson.</i> (7.92)			10-3	—	—	Glt	— <sup>126</sup> <sub>113</sub>	Sds	74 O.92	Timmernabben O.92	Timmernabben C. Nilsson	S-C.ch.frg.sfb;(sal); p.S;rp.SS.87;car.8.92.	26.1 85-8	5.9 19-4	2.61 8-7	.....	Brantevik	H. Andersson	Flm.92
• 118	CATHERINE, voir aussi CATH			ARINA																
• 119	CATHERINE, <i>Wyatt.</i> (1.02, -04)			13-6	3/3, G	1.1.	Kt	— <sup>91</sup> <sub>64</sub>	Ang	87 O.02	Hull	Hull	C-Or;ch.frg;sfb; (sal);SS.02;rp-car.6.04	24.68 81-0	6.48 21-3	3.12 10-3	.....	Plymouth	G. Wyatt	Plm.04
• 120	CATHRINA, CATHRINE, voir			CATHA	BINA,	CAT	RINE.													

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT of CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH of HOLD	FREE BOARD	SALT WATER W.N.A. in inches	PORT of REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TRIM	CHARACTER	Register under deck		gross	SHEATHING REPAIRS													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																					
	DATE OF TERM																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠	121	CATHRINE, . . . . . (11.89)	12-3	—	—	Bk 1 P-B	$\frac{239}{225}$ 212	Brs	69	O.89	Wärnanäs C. A. Hahn	S-C.ch.m-frg;d.ft-m.10.89;SS.81.	34.89 114-6	7.24 23-9	3.76 12-4	.....	Paranagua	J. Rolle	Av. 91 c.v. 91			
✠	122	CATHRINE, <i>Hansen</i> . (5.06) 99-06	16	3/3, G	1.1.	3mG	$\frac{201}{179}$ 191	Dan	06		Troense Z. T. Jacobsen	C-Ht;ch.frg;(sal); sfb.	34.15 112-1	8.07 26-6	3.45 11-4	.....	Svendborg	R. S. Hansen (à Thurø)	Svdb. 5.06			
.	123	CATHRINE, <i>Hansen, H. P.</i> (5.91)	13	—	—	Glt	$\frac{29}{24}$	Dan	91		Svendborg L. Möller	C-Ht;ch.frg;sfb; (sal);p.P.	16.40 53-10	3.80 9-3	1.73 5-8	.....	Rønne	Capt	Svdb91			
.	124	CATINA, <i>Hogialis</i> . (2.01) 86-00	13-3	5/6, A	1.1.	Eq 1 P-B	$\frac{525}{485}$	Tre	77	O.01	Gênes	C-PP;ch.m-frg; d.m.5.03;rp.03.	46.60 152-11	10.30 33-10	6.00 19-8	.....	Constanti- nople	Curubakali	Pir. 04			
.	125	CATRINA, voir CATHARINA, CATHRINE.																				
.	126	CATRINE (ex-Eunomia), <i>Aanonsen, Chr.</i> (4.06)	12-4	3/3, G	1.1.	Ctt	$\frac{86}{74}$ 86	Nrw	88	O.06	Hull	C-PP-P;ch.m-fr; rp-car.SS.5.00.	22.76 74-8	5.94 19-6	3.17 10-5	.....	Mandal	Capt	Chrd. 4.06 c.v. 4.06			
✠	127	CAVALIERE-CIAMPA. <i>Guida</i> . P.C. 5.6-80 82-05 (10.03) (4.05)	1	3/3, I.	1.1.	3m 1 P-B	$\frac{1780}{1636}$ 1709	Itl	89	V.01	Sestri-P Gio Ansaldo & Co	A;p.PP;rp.90;car. 6.06.	81.48 267-4	12.01 39-5	6.97 22-10	.....	Castella- mare	F.S.Ciampa	Card. 6.06			
.	128	CAVAN (ex-Ero), <i>Plowman</i> . P.C. 5.6-80 (3.03)	1	3/3, I.	1.1.	Bq 4 m 1 P-B	$\frac{731}{650}$ 702	Ang	76	V.03	Birkenhead Laird Bros.	F; 3 comp;grp.03; rp-car.9.04.	76.25 250-2	8.30 27-3	4.40 14-5	45 $\frac{1}{2}$ 48 $\frac{1}{2}$	London	Wm Brown	Ld. 04			
✠	129	CECILE (ex-Ste-Cécile), . . . . . (10.82)	13	—	—	Ctt	$\frac{54}{54}$	Blg	82	O.89	Ostende Ph. Orlandini	C-Or.ch.frg.sfb;rp- car.5.89;à vivier.	20.3 66-8	5.2 17-0	2.54 8-4	.....	Ostende	E. Janssens & VanderHeyde	Av. 89			
✠	130	CECILIA (ex-Sandsvall), <i>Par- racho</i> . (12.99)	12-3	—	—	Bq	$\frac{380}{300}$ 283	Brs	71	O.99	Sand-vall U. Hagglund	P-PP;ch.m-frg;grp.SS. 99;p.n.99;d.ft-m.12.99.	38.60 126-8	8.50 28-0	3.70 12-2	.....	Bahia	Conde, Filho & Co	N-Y.01 c.v. 01			
.	131	CECILIA, <i>Rajola</i> . (12.03)	12-6	3/3, A	1.1.	Bk 1 P-B	$\frac{383}{323}$ 321	Itl	91	O.03	Syra A. Liondora	P-C;ch.m-frg;p.P. grp.SS.03;d.ft-m.12.03; rp.06.	38.35 125-10	8.54 28-0	5.10 16-0	.....	Naples	Mieh. Albanese (Torre del Greco)	Kpl. 8.07 c.v. 8.07			
✠	132	CECILIE, <i>Petersen, O.</i> (12.04)	13-3	5/6, G	1.1.	G3m 1 P-B	$\frac{252}{212}$ 237	Dan	75	O.01	Rudkjøbing S. Boas	C-Ht.PP.ch.m-frg; (sal);sfb;rp.SS.04;car. 12.04.	36.65 120-2	7.36 24-1	3.77 12-4	.....	Rudkjø- bing	E. Petersen	Chrd. 7.06 c.v. 7.06			
✠	133	CECILIE, <i>Svarrer</i> . (12.02) 96-02	16-6	5/6, G	1.1.	Glt	$\frac{148}{124}$ 141	Dan	76	O.03	Ærøskjøbing R. Mortensen	C-Ht.ch.m-frg.sfb; (sal);p.n.03;rp-car.SS. 5.03.	29.33 96-1	7.01 23-0	3.26 10-8	.....	Ærøskjø- bing	L.K.Svinding	Svdb. 3.07			
✠	134	CELTE, <i>Batailler, J.</i> (6.07)	14-6	3/3, P	1.1.	Kt	$\frac{62}{52}$	Frç	92	O.07	Paimpol Pitvin	C-Or.PP.ch.frg;sfb; (sal);rp-car.SS.00.	21.27 69-10	5.97 19-8	2.74 9-0	.....	Granville	Capt	3-1. 5.07			
✠	135	CENTENNIAL, . . . . . (12.93)	15-6	—	—	3 m 2 P	$\frac{1287}{1139}$	Amr	75	O.94	East-Boston Smith & Townsend	C-PP;ch.m-fr;(sal);p P.&P;SS.94;d.ft-m. 2.95.	58.04 190-5	11.58 38-0	7.32 24-0	.....	San-Fran- cisco	Alaska Packers Association	H-K.95			

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spé.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR  EN METRES EN PIEDS ET POUCHES	LARGEUR  EN METRES EN PIEDS ET POUCHES	CREUX DE CALE  EN PIEDS ET POUCHES	FRANC BORD EAU SALÉE H.A.N.	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																										
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net																																							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																																															
	DATE DU TERME																																															
2	3			4	5	6	7	8	9	10	11		12		13	14	15	16	17	18	19																											
✠	136	CERES, <i>Bager.</i> 88-91	(10.91)	16	—	—	G3m	$\frac{188}{161}$ 184	Dan	91	Marstal <i>F. Hansen</i>	C-Ht;ch.frg;sfb; (sal);car.2.02;rp.03.			31.30 102-9	7.00 23-0	3.58 11-9	.....	Marstal	C. W. Clausen	Svdh. 3.05																											
✠	137	CERES, <i>Lenormand.</i>	(8.01)	16	3/3, A	1.1.	3mG	$\frac{206}{282}$	Frç	01	St-Malo <i>Chantier de Construction</i>	C-Or;ch.m.frg;(sal); d.m.4.06;rp.06.			36.05 118-4	8.14 26-8	3.66 12-0	.....	St-Malo	Coste & Co (St-Pierre-Miquelon)	St-M. 4.06																											
✠	138	CERES ( <i>ex-Mette-Johanne</i> ), <i>Assarson.</i>	(12.05)	16-3	5/6, G	1.1.	B-G	$\frac{179}{153}$ 159	Sds	76	Fanø <i>N. Nielsen</i>	C-Ht.ch.frg;sfb;rp. SS.00;car.2.06.			30.33 99-6	6.75 22-2	3.39 11-1	.....	Helsingborg	G. H. Witt	Hlsb. 2.06																											
✠	139	CERES, <i>Wahlund.</i>	(6.93)	11-3	—	—	Bq	$\frac{829}{814}$	Rss	71	Hernösand <i>J.O.Strandberg</i>	S.ch.m-fr;p.S;souff. or.d.ft-m.6.93;rp.SS.93.			38.28 125-7	7.77 25-6	3.83 12-7	.....	Mariehamn	G. Lindholm	Hrns95																											
.	140	CESAR, voir aussi CAESAR.																																														
✠	141	CESAR ( <i>ex-Triton</i> ), <i>Bergström</i>	(6.04)	15-4	—	—	Bq	$\frac{482}{448}$	Sds	71	Rostock <i>O. Ludwig</i>	C-Ht;ch.m.frg;(sal);grp SS.00;d.ft-m.6.04;rp. 00;rp.04.			41.00 134-5	8.50 27-11	5.54 18-2	.....	Göteborg	C. Arvidsson	Ld. 1.07																											
✠	142	CESAR, <i>Hohnqvist.</i>	(10.02)	13-4	—	—	Bq	$\frac{481}{436}$ 425	Sds	81	Framnäs	P-C;ch.m.frg;(sal); d.ft-m.10.02;SS.02			42.76 140-4	8.02 26-4	4.82 15-10	.....	Framnäs	Framnäs Warfs Actiebolag.	Lvp. 3.05																											
.	143	CEYLON, <i>Nielsen, A.</i>	(4.89)	10	—	—	Gls	$\frac{49}{42}$ 47	Dan	89	Rättaragårds warf <i>G.Persson</i>	P-C;ch.frg;sfb; (sal);p.P;rp-car.3.96.			17.0 55-9	5.4 17-9	2.13 7-0	.....	Aalborg	Capt	Cph.96																											
✠	144	CEYLON, <i>Nilsson.</i>	(6.07)	13-1	3/3, L	1.1.	Bq	$\frac{386}{358}$ 324	Sds	88	Gefle <i>P. A. Björck</i>	P-C;ch.m.frg;(sal); d.ft-m.9.04;SS.00.			40.78 133-10	8.15 26-9	3.96 13-0	.....	Bergqvara	C. A. Ederström	Lvp. 8.07 c.v.8.07																											
✠	145	CHALAND, .....	(4.02)	I	—	—	—	50	Frç	02	Bezons <i>Bertin Frères</i>	A;			24.00 78-9	5.00 16-5	1.68 5-6	.....	Bayonne	Ponts & Chaussées	Paris 02																											
✠	146	CHALAND, .....	(10.03)	I	3/3, R	1.1.	—	35	Frç	03	Arles <i>Cie de Construc- tions</i>	A; 5 comp; p.A.			20.00 65-7	3.80 12-6	1.40 4-7	.....	Kotonou	Colonie du Dahomey	Mrs 03																											
✠	147	CHALAND, .....	(10.03)	I	3/3, R	1.1.	—	35	Frç	03	Arlos <i>Cie de Construc- tions</i>	A; 5 comp; p.A.			20.00 65-7	3.80 12-6	1.40 4-7	.....	Kotonou	Colonie du Dahomey	Mrs 03																											
✠	148	CHALAND, .....	(9.01)	II	—	—	—	9	Frç	01	Choisy <i>Dubois &amp; Co</i>	A;			10.50 34-6	2.25 7-5	1.30 4-3	.....	Paris	Barbier, Bénard & Turenne	Paris 01																											
✠	149	CHALAND, .....	(9.01)	II	—	—	—	9	Frç	01	Choisy <i>Dubois &amp; Co</i>	A;			10.50 34-6	2.25 7-5	1.30 4-3	.....	Paris	Barbier, Bénard & Turenne	Paris 01																											
✠	150	CHALAND, .....	(9.01)	II	—	—	—	9	Frç	01	Choisy <i>Dubois &amp; Co</i>	A;			10.50 34-6	2.25 7-5	1.30 4-3	.....	Paris	Barbier, Bénard & Turenne	Paris 01																											

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	151	CHALAND-A-CLAPETS, . . . . . (8.04)	I	3/3, R	1.1.	—	52	Frç	04	Nantes A. Dubigeon	A; 5 comp.	20.00 65-7	5.75 18-10	1.50 4-11	.....	Nantes	Ministère des Colonies	Nt. 04	
+	152	CHALAND-A-CLAPETS, . . . . . (8.04)	I	3/3, R	1.1.	—	52	Frç	04	Nantes A. Dubigeon	A; 5 comp.	20.00 65-7	5.75 18-10	1.50 4-11	.....	Nantes	Ministère des Colonies	Nt. 04	
+	153	CHALAND-PÉTROLIER, . . . . . (10.04)	I	3/3, I	1.1.	1 m	113 102	Frç	04	La Seyne Forges et Chantiers	A; 8 comp.	33.00 108-3	5.84 19-2	1.83 6-0	.....	Cette	Cie Industrielle des Pétroles	Mrs 04	
+	154	CHALAND-PÉTROLIER, . . . . . (11.04)	I	3/3, I	1.1.	1 m	113 102	Frç	04	La Seyne Forges et Chantiers	A; 8 comp.	33.00 108-3	5.84 19-2	1.83 6-0	.....	Cette	Cie Industrielle des Pétroles	Mrs 04	
+	155	CHALAND-POUR-ROCHE- BONNE-N°-1, . . . . . (7.07)	I	3/3, P	1.1.	2 m 1 P-B	165	Frç	07	Nantes A. Dubigeon	A; 4 comp.	31.50 103-5	6.50 24-8	2.75 9-1	.....	La Rochelle	Ponts & Chaussées de la Charente-Inferieure	Nt. 7	
+	156	CHALAND-POUR-ROCHE- BONNE-N°-2, . . . . . (7.07)	I	3/3, P	1.1.	2 m 1 P-B	165	Frç	07	Nantes A. Dubigeon	A; 4 comp.	31.50 103-5	6.50 24-8	2.75 9-1	.....	La Rochelle	Ponts & Chaussées de la Charente-Inferieure	Nt. 7	
+	157	CHALAND-RELAIS, . . . . . ELECTR. (7.06)	II	3/3, R	1.1.	—	190	Egp	06	Schiedam A. F. Smulders	A; 6 comp; 1 p. A.	25.60 84-0	7.00 23-0	3.10 10-2	.....	Port-Saïd	Cie Universelle du Canal Maritime de Suoz	Rd. 8.06	
.	158	CHALAND-1, . . . . . (1.01)	12-6	—	—	—	139	Egp	01	Alexandrie F. Esposito	PP-F; ch. fr; d. z. 1.01	26.51 87-0	8.54 28-0	1.83 6-0	.....	Alexandrie	Impresa Eduard Almagia	Alx. 01	
+	159	CHALAND-I, . . . . . (9.07)	I	3/3, I	1.1.	—	120	Frç	07	Schiedam A. F. Smulders	A; 8 comp; 1 p. A.	27.00 88-7	5.75 18-10	2.45 8-0	.....	Tunis	Cie des Ports de Tunis, Sousse & Sfax	Rd. 9.07	
.	160	CHALAND-2, . . . . . (1.01)	12-6	—	—	—	139	Egp	01	Alexandrie F. Esposito	PP-F; ch. fr; d. z. 1.01	26.51 87-0	8.54 28-0	1.83 6-0	.....	Alexandrie	Impresa Eduard Almagia	Alx. 01	
+	161	CHALAND-II, . . . . . (9.07)	I	3/3, I	1.1.	—	120	Frç	07	Schiedam A. F. Smulders	A; 8 comp; 1 p. A.	27.00 88-7	5.75 18-10	2.45 8-0	.....	Tunis	Cie des Ports de Tunis, Sousse & Sfax	Rd. 9.07	
.	162	CHALAND-3, . . . . . (1.01)	12-6	—	—	—	139	Egp	01	Alexandrie F. Esposito	PP-F; ch. fr; d. z. 01.	26.51 87-0	8.54 28-0	1.83 8-0	.....	Alexandrie	Impresa Eduard Almagia	Alx. 01	
+	163	CHALAND-III, . . . . . (9.07)	I	3/3, I	1.1.	—	120	Frç	07	Schiedam A. F. Smulders	A; 8 comp; 1 p. A.	27.00 88-7	5.75 18-10	2.45 8-0	.....	Tunis	Cie des Ports de Tunis, Sousse & Sfax	Rd. 9.07	
.	164	CHALAND-4, . . . . . (1.01)	12-6	—	—	—	139	Egp	01	Alexandrie F. Esposito	PP-F; ch. fr; d. z. 01.	26.51 87-0	8.54 28-0	1.83 6-0	.....	Alexandrie	Impresa Eduard Almagia	Alx. 01	
+	165	CHALAND-N°-3, . . . . . (3.99)	I	—	—	—	150	Frç	99	Bezons Bertin frères	A; 5 comp.	30.00 98-5	6.50 21-4	2.70 8-10	.....	Rouen	Administration des Ponts & Chaussées	Paris 99	

N.B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONT	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALLE II. A. N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE								
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont																						
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																													
	DATE DU TERME																													
	2	3	4																				5	6	7	8	9	10	11	12
✠	166	CHALAND-N°-3, . . . (11.99)	I	—	—	—	150	Frç	99	Anzin <i>Chantiers de la Blouze Borne</i>	A; 6 comp.	30.00 98-5	6.50 21-4	2.75 9-0	.....	Rouen	Administration des Ponts & Chaussées	Rn	99											
✠	167	CHALAND-N°-6, . . . . (3.99)	I	—	—	—	150	Frç	99	Bezons <i>Bertin frères</i>	A; 5 comp.	30.00 98-5	6.50 21-4	2.70 8-10	.....	Rouen	Administration des Ponts & Chaussées	Paris	99											
✠	168	CHALAND-N°-6, .... (11.99)	I	—	—	—	150	Frç	99	Anzin <i>Chantiers de la Blouze Borne</i>	A; 6 comp.	30.00 98-5	6.50 21-4	2.75 9-0	.....	Rouen	Administration des Ponts & Chaussées	Rn	99											
✠	169	CHALAND-N°-6, . . . . (9.04)	I	3/3, R A. & C. P.	1.1.	—	90	Frç	04	Dunkerque <i>Sté de Construc- tions</i>	A; 10 comp.	24.20 79-5	5.60 18-4	2.15 7-1	.....	Dunkerque	Administration des Ponts & Chaussées	Dk.	04											
✠	170	CHALAND-N°-7, . . . . (6.99)	I	—	—	Chal	150	Frç	99	Rouen-Croisset <i>L. Colineau</i>	A-F; 5 comp.	30.00 98-5	6.50 21-4	2.70 8-10	.....	Rouen	Administration des Ponts & Chaussées	Rn	99											
✠	171	CHALAND-N°-8, . . . . (6.99)	I	—	—	Chal	150	Frç	99	Rouen-Croisset <i>L. Colineau</i>	A-F; 5 comp.	30.00 98-5	6.50 21-4	2.70 8-10	.....	Rouen	Administration des Ponts & Chaussées	Rn	99											
✠	172	CHALAND-N°-9, . . . . (6.99)	I	—	—	Chal	100	Frç	99	Dunkerque <i>Sté Anon. de Construc- tions Slip-Way</i>	A; 10 comp.	26.61 87-4	5.69 18-8	2.14 7-0	.....	Dunkerque	Administration des Ponts & Chaussées	Dk.	99											
✠	173	CHALAND-N°-10, . . . . (7.99)	I	—	—	Chal	100	Frç	99	Dunkerque <i>Sté Anon. de Construc- tions Slip-Way</i>	A; 10 comp.	26.61 87-4	5.69 18-8	2.14 7-0	.....	Dunkerque	Administration des Ponts & Chaussées	Dk.	99											
✠	174	CHALAND-N°-11, . . . . (12.99)	I	—	—	—	101	Frç	99	Dunkerque <i>Sté Anonyme de Constructions</i>	A; 10 comp.	26.60 87-4	5.70 18-8	2.14 7-0	.....	Dunkerque	Administration des Ponts & Chaussées	Dk.	99											
✠	175	CHALAND-N°-12, . . . . (3.00)	I	—	—	—	101	Frç	00	Dunkerque <i>Sté An. de Construc- tions Slip-Way</i>	A; 10 comp.	26.60 87-4	5.70 18-8	2.14 7-0	.....	Dunkerque	Administration des Ponts & Chaussées	Dk.	00											
✠	176	CHALAND-N°-13, . . . . (9.04)	I	3/3, R A. & C. P.	1.1.	—	90	Frç	04	Dunkerque <i>Sté de Construc- tions</i>	A; 10 comp.	24.20 79-5	5.60 18-4	2.15 7-1	.....	Dunkerque	Administration des Ponts & Chaussées	Dk.	04											
✠	177	CHALAND-N°-16, . . . . (8.02)	II	—	—	1 m	12	Frç	02	Bertin frères <i>Bezons</i>	A; 2 comp.	18.00 59-1	4.00 13-1	1.50 4-11	.....	.....	Messageries Françaises de Madagascar (à Paris)	Paris	02											
✠	178	CHALAND-N°-17, . . . . (8.02)	II	—	—	1 m	12	Frç	02	Bertin frères <i>Bezons</i>	A; 2 comp.	18.00 59-1	4.00 13-1	1.50 4-11	.....	.....	Messageries Françaises de Madagascar (à Paris)	Paris	02											
✠	179	CHALAND-N°-18, . . . . (8.02)	II	—	—	1 m	12	Frç	02	Bertin frères <i>Bezons</i>	A; 2 comp.	18.00 59-1	4.00 13-1	1.50 4-11	.....	.....	Messageries Françaises de Madagascar (à Paris)	Paris	02											
✠	180	CHALAND-N°-19, . . . . (8.02)	II	—	—	1 m	12	Frç	02	Bertin frères <i>Bezons</i>	A; 2 comp.	18.00 59-1	4.00 13-1	1.50 4-11	.....	.....	Messageries Françaises de Madagascar (à Paris)	Paris	02											

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER															
					4	5 6														
	1	2	3			7														8
+	181	CHALAND-A-DÉBLAIS-N°-1, ..... (6.00)	I	—	—	—	165	Rss	00	Slikkerveer <i>A. F. Smulders</i>	A; 6 comp.	32.00 105 0	6.50 21-4	2.53 8-4	.....	St-Peters- bourg	Société du che- min de fer de l'Est chinois	Rd. 00		
+	182	CHALAND-A-DÉBLAIS-N°-2, ..... (6.00)	I	—	—	—	165	Rss	00	Slikkerveer <i>A. F. Smulders</i>	A; 6 comp.	32.00 105-0	6.50 21-4	2.53 8-4	.....	St-Peters- bourg	Société du che- min de fer de l'Est chinois	Rd. 00		
+	183	CHALAND-PORTE-BLOCS- N°-1,..... (6.00)	I	—	—	—	115	Rss	00	Slikkerveer <i>A. F. Smulders</i>	A; 8 comp.	25.50 83-8	8.30 27-3	1.80 5-11	.....	St-Peters- bourg	Société du che- min de fer de l'Est chinois	Rd. 00		
+	184	CHALAND-PORTE-BLOCS- N°-2,..... (6.00)	I	—	—	—	115	Rss	00	Slikkerveer <i>A. F. Smulders</i>	A; 8 comp.	25.50 83 8	8.30 27-3	1.80 5-11	.....	St-Peters- bourg	Société du che- min de fer de l'Est chinois	Rd. 00		
+	185	CHAMPAGNE, <i>Duval</i> . (10.94)	13	3/3, G	1.1.	Glt	181 142	Frç	94 O.02	Painpol <i>Pilvin</i>	C-Or;ch.m-frg;sfb; p.n.02;rp.04;car.1.06.	33.41 109-7	7.81 25-8	3.83 12-7	.....	Painpol	Parrot (à Paris)	St-M. 2.06		
+	186	CHAMPENOISE, <i>Noblanc</i> . (2.07)	14-3	3/3, G	1.1.	Glt	124 99	Frç	83 O.07	LaRichardais <i>Tranchemer</i> <sup>res</sup>	C-Or.ch.frg;sfb;p.P.07; grp.87;rp.88.97;car. 1.03.	—	—	—	.....	Granville	F. Touque- rant	Er. 2.07 c.v. 1.07		
.	187	CHARICLIA ( <i>ex-Raymond</i> ), <i>Le- mos</i> . (10.93)	3-3	—	—	B-G 1 P-B	199	Gre	84 O.93	Prince-Ed- ward-Island	P;ch.m-frg;p.P.d. m.7.91.	31.00 101-9	7.50 24-8	4.20 13-9	.....	Syra	J. Lemos (à Chio)	Cnst 93		
+	188	CHARIS, <i>Ovesen</i> . — - 06 (8.04)	16	3/3, Y	1.1.	Glt	81 74	Dan	04	Svendborg <i>Soph. Weber</i>	C-It;ch.frg;(sal); sfb.	32.39 105-10	5.56 18-2	2.73 9-0	.....	Bandholm	E.C.Knuthen- borg	Svdb. 6.06 c.v. 6.06		
+	189	CHARITER, <i>Erlandsson</i> , S. (6.99) (3/3, G.1.1.)	12	...	..	Glt	85 73	Sds	99	Gamla-Lodöse <i>K. Olsson</i>	P-C;ch.frg;(sal); sfb;car.5.02.	24.30 79-9	6.52 21-5	2.31 7-7	.....	Grafvarne	Capt	Got. 02		
.	190	CHARLES, <i>Maréchal</i> . (7.99) 92 - 04	10-6	—	—	Kt	58 41	Frç	91 O.99	Boulogne <i>Baheux</i>	C-Or.ch.frg;sfb; grp.99;car.2.03;rp.05.	18.83 55-3	6.37 20-11	2.83 9-4	.....	Boulogne	Pichon-Flour	Chb. 3.05		
+	191	CHARLES-ALFRED, <i>Bargain</i> . (3.95) (3/3, P.1.1.)	13	...	..	Dy	36 25	Frç	95	Nantes <i>P. Sevestre</i>	C-Or.ch.frg;sfb; car.6.01.	16.83 55-3	4.80 15-9	2.12 7-0	.....	Nantes	Ch. Lechat, R.Philippe & Co	Nt. 01		
+	192	CHARLES-AMÉLIE, <i>Le Clai- ziat</i> . (8.94)	12	—	—	Slp	18 14	Frç	94	Painpol <i>J. Pilvin</i>	C-Or-S-PP;ch.frg; sfb;S.A;p.S.	12.45 40-10	4.17 13-8	1.96 6-5	.....	St-Malo	Capt (à Pleubian)	Pmp 94		
+	193	CHARLES-B.-KENNEY, <i>An- derson</i> . (11.78)	14	—	—	B 2 P	1128 1014	Amr	78 O.86	Bath (Me) <i>Goss &amp; Sawyer</i>	C-PP.ch.m-fr.(sal); p.P.&Sp;d.ftm.3.88	54.65 179 4	11.32 37-2	6.35 20-10	.....	San-Fran- cisco	J. Jensen & Co	S-F. 91		
.	194	CHARLES-DICKENS ( <i>ex-Da- nuhe</i> ),..... (5.97)	I	—	—	3 m 2 P	1398 1305 1279	Nrw	56 V.97	Glasgow <i>J. &amp; G. Thomson</i>	F; 3 comp;p.n.75; grp.75;rp.90;car.2.00.	76.20 250-0	10.53 34-7	7.37 24-2	.....	Mandal	A.P.Ulriksen Ld.	00		
+	195	CHARLES-E.-MOODY, <i>Ras- mussen</i> . (10.01)	13-3	—	—	3 m 2 P-B	2004 1915	Amr	82 O.02	Bath (Me) <i>Goss &amp; Sawyer</i>	C-PP.ch.m-fr.(sal); rp.97;d.ftm.6.03;SS.02	71.30 233-11	13.23 43-5	8.10 26-7	.....	San-Fran- cisco	A. Anderson	S-F. 03		

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES	LARGEUR EN PIEDS ET POUCES	CREUX DE CALE EN PIEDS ET POUCES	FRANC BORD EAU SALEP H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	196	CHARLES-F.-CROCKER, <i>Lund.</i> (2.91)	12	—	—	Bq 1m	855 763 741	Amr	91	Alameda (Cal.)	C-Or;ch.m-fr:sfb; (sal);p.P;rp-car.3.97.	62.18 204-0	12.19 40-0	5.06 16-7	.....	San-Fran- cisco	M. Olsen	N-Z. 97	
✠	197	CHARLES-G.-RICE, <i>Lowery.</i> (1.00)	13-4	—	—	Bq 2 P	716 679	Amr	79 0.00	Yarmouth (Mr) <i>Hutchings &amp; Stubbs</i>	C-Hk-PP.ch.m-frg; (sal);SS.00;d.ft-m.1.00.	47.03 154-3	9.90 32-5	5.60 18-4	.....	New-York	E. H. Moore	N-Y.01	
✠	198	CHARLES-GOUNOD, <i>Legal.</i> P.C. 6-85 (7.07)	I	3/3, L	1.1.	Bq 1 P-B	2199 1900	Frç	00 V.04	St-Nazaire <i>Chantiers de la Loire</i>	A: 2 comp; D. 17m; R. R. 6m35; R.V. 12m65; G. 11m80; 1p.A; car. 7.07.	85.28 279-10	12.24 40-2	6.93 22-9	56½ 59½	Nantes	Norbert & Claude Guillon	Lvp. 7.07	
.	199	CHARLES-&JULES, <i>Lecuyer.</i> (4.07)	12-2	5/6, G	1.1.	Glt	83 57	Frç	73 0.06	Gloucester (Mass)	C-PP;ch.m-frg;(sal); sfb;car.12.04;p.Sp.06; rp.06.	25.76 84-6	6.64 21-10	2.78 9-2	.....	St-Pierre- Miquelon	Th. Pepin	St-P. 12.06 c.v.12.06	
✠	200	CHARLES-LORING, <i>Blackford.</i> (12.78)	12	—	—	Bq 2 P-S	552 925	Amr	78 0.84	Yarmouth (Me) <i>Loring</i>	C-Hk-B-Ht-PP.ch.m- fr.d.m.4.89;(sal);rp.84.	44.07 144-7	9.45 31-2	5.30 17-5	.....	New-York	F. V. L. Jones	Bath 89	
✠	201	CHARLOTTE, <i>Hansen.</i> (2.90)	13-6	—	—	Glt	67 57	Dan	68 0.90	Karrebksmd <i>J. C. Sørensen</i>	C.ch.frg.sfb;rp.SS. 90;car.11.93.	21.7 71-3	5.7 18-9	2.76 9-1	.....	Nexø	C. J. Hjorth	Cph. 94	
✠	202	CHARLOTTE, <i>Guégan.</i> (1.05) 04-05	13-3	5/6, P	1.1.	Lg	64 48	Frç	73 0.05	Redon <i>L. Mabon</i>	C-Or.ch.frg.p.S;sfb SS.01;rp-car.1.05.	17.80 58-5	5.40 17-8	2.79 9-2	.....	Redon	Vve L. Mabon	B-I. 5.05 c.v.5.05	
✠	203	CHARMER, <i>Slater.</i> (10.97)	13-7	—	—	3 m 2 P-B	1881 1721	Amr	81 0.97	Bath (Me) <i>W. Rogers</i>	C-PP.ch.m-frg;(sal); d.m.10.97;SS.97.	67.58 221-9	12.93 42-5	8.03 26-4	.....	San Fran- cisco	W.E. Mighell	N-Y.97	
.	204	CHARMEUSE, <i>Le Goaster.</i> (12.97)	12-3	—	—	Glt	68 42	Frç	81 0.98	Halifax (N-S)	Sp-B-Ht-P PP;ch.m- fr; à vivier;d.m.95;rp. 98.	21.95 72-0	6.62 21-9	2.34 7-8	.....	Brest	Le Goaster	Brst 98	
✠	205	CHATEAU-D'IF, <i>Marec.</i> P.C. 6-85 (4.06)	I	3/3, L	1.1.	Bq 1 P-T 9p.	2149 1980	Frç	00 V.04	Nantes <i>Chantiers de la Loire</i>	A: 2 comp; D. 38m70; R. N. 7m; G. 29m30; rp.04;car.1.07.	84.26 278-5	12.29 40-4	6.87 22-6	45 48	Marseille	Société Marseil- laise de Voiliers	Hv. 1.07	
✠	206	CHATEAU-LAFFITE, <i>Eudes.</i> (1.95)	13-3	—	—	Bq 1 P-B	820 274	Frç	73 0.95	Nantes <i>T. Du- bigeon &amp; fils</i>	C-Or-PP.ch.m-frg;rp. PP.95;rp.93;SS.89;d.ft- m.2.95.	35.71 117-2	8.15 26-9	4.64 15-2	.....	Fécamp	V. Langelier & Co	Hv. 95	
✠	207	CHATEAUBRIAND, <i>Arneau.</i> P.C. 6-85 (7.06)	I	3/3, L	1.1.	3m 1 P-T 9p	2247 2029 2016	Frç	01 V.05	Bordeaux <i>Chantiers Mar- itimes</i>	A: 2 comp; D. 19m50; R.V. 12m40; G. 12m30; car.9.07.	85.56 280-9	13.38 43 11	6.81 22-4	56½ 59½	Rouen	Soc. Bretonne de Navigation	Card 9.07	
✠	208	CHIARINA, <i>Trapani.</i> (3.05)	13-3	3/3, L	1.1.	Bq 1 P-B	628 600 584	Itl	80 0.04	Cassano <i>A. Castellano</i>	C-P.T.ch.m-frg.;SS. 97;d.ft-m.2.04;rp.04.	54.99 180-5	9.69 31-10	6.20 20-4	.....	Castella- mare	Héritiers de F.S. Ciampa (à St-Agnello)	Mrs 5.07 c.v. 5.07	
.	209	CHIEFTAIN ( <i>ex-Hermes</i> ), <i>Korsström.</i> (5.04)	10-4	5/6, G	1.1.	Bq 1 P-B	933 878 827	Rss	76 0.04	Londonderry (N-S)	Sp-B-Ht-C-PP.ch.m- frg;(sal);fb.SS.94;rp- car.10.06.	53.77 176-5	11.03 36-2	6.28 20-7	.....	Abo	A.R. Svahn- ström	Card. 10.06	
.	210	CHILE, <i>Coll.</i> (10.92)	14-4	—	—	Bk	182 173	Esp	58 0.92	Blanes	C-Ml.ch.ev-in;(sal);d.ft- m.10.92;grp.87;rp.92.	28.55 93-10	7.98 26-2	3.74 12-3	.....	Palma	Antonia Llompert	Br. 93 c.v. 93	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES 13 14 15	BEAM IN FEET AND INCHES 16 17 18	DEPTH OF HULL IN FEET AND INCHES 19 20 21	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY																													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	RIG																																										
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																																															
	DATE OF TERM																																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																														
• 211	CHIOS	( <i>ex</i> -J.-E.-Sutherlandgreen, <i>Panné</i> . (12.02)	12-3	—	—	Bq 1 P-B	573	Frç	74 0.03	Advocate (N-S)	Sp-B-Ht;ch.m-frg;(sal); grp.SS.99;d.ft-m.6.99.	45.00 147-8	9.00 29-6	6.10 20-0	.....	Constan- tinople	C <sup>e</sup> Française de Remorquage	Cnst 03 c.v. 03																														
• 212	CHIOS	( <i>ex</i> -N.-S.-del-Carmine). <i>Notias, N.</i> (6.05)	12-1	—	—	Bq 1 P-B	757	Grc	75	Sestri- Ponente	C;ch.m-frg;sfb.	—	—	—	.....	Pirée	Capt	Aix. 12.05																														
• 213	CHIOS	( <i>ex</i> -Kamateri), <i>Samo- na, Ch.</i> (9.03)	10-3	3/3, G	1.1.	B-G 1 P-B	290 253	Trc	90 0.03	Syra <i>E. Safo</i>	P;ch.m-frg;(sal); d.ft-z.9.05;rp.05.	28.95 95-0	8.37 27-6	4.72 15-6	.....	Chios	Capt	Mrs 9.05																														
✠ 214	CHR.-H.-RASMUSSEN, <i>Rasmussen.</i> (3.03)	89-03	16	3/3, G	1.1	G3m	110 95 106	Dan	03	Marstal <i>N. Hansen</i>	C-Ht;ch.frg;(sal); sfb.	27.94 91-8	6.97 72-10	2.83 9-4	.....	Marstal	Chr. H. Ras- mussen	Svob. 4.06 c.v. 4.06																														
✠ 215	CHRISTIAN, <i>Jørgensen.</i> (5.00)		16	3/3, G	1.1.	G3m	225 197 214	Dan	00	Troense <i>Z. T. Jacobsen</i>	C-Ht;ch.frg;(sal); sfb.	33.40 109-7	7.94 26-0	3.67 13-0	.....	Svendborg	Z.T.Jacobsen (Troense)	Svob. 2.05 c.v. 04																														
• 216	CHRISTIAN, <i>Nielsen.</i> (8.04)		14-6	5/6, G	1.1.	Glt	89 72	Dan	74 0.04	Holbek <i>E. Mortensen</i>	C;ch.frg.sfb;p.PP. 04;rp-car.SS.7.04.	23.6 77-6	5.6 18-5	2.67 9-7	.....	Holbek	P. Smith	Cph.01																														
✠ 217	CHRISTIAN-SCRIVER, ..... (6.97)		12-4	—	—	Bq 1 P-B	628 579 551	Nrw	79 0.97	Grimstad <i>G. Olsen</i>	P-C-PP.ch.m-frg; d.ft-m.4.99;SS.97.	46.78 153 6	10.08 33-1	5.65 18 6	.....	Grimstad	J. Bang	Ardl 99																														
✠ 218	CHRISTIAN-WOLDEMAR, <i>Intze.</i> (8.03)	00-03	12	3/3, G	1.1.	G3m	290 215	Rss	03	Peterscapelle <i>Klonn</i>	P-C;ch.frg;(sal); sfb.	36.07 118-4	7.87 25-10	3.76 12-4	.....	Riga	M.Wihlto, E. Ka- row & F. Berg	Card. 9.67 c.v. 9.07																														
✠ 219	CHRISTIANE ( <i>ex</i> -Thor), <i>Nielsen, N. H.</i> (7.06)	05-05	16-3	5/6, G	1.1.	Glt	100 89 95	Dan	70 0.06	Rudkjøbing <i>S. Boas</i>	C-Ht.ch.frg.sfb;grp. SS;p.P.96;rp-car.SS. 7.03.	23.26 76-1	6.47 21-3	3.04 10 0	.....	Marstal	A.C.Albertsen	Svob. 7.06																														
✠ 220	CHRISTIANE ( <i>ex</i> -Charlotta), <i>Bager, C.</i> (9.98)	01-06	12	3/3, P	1.1.	Glt	39	Dan	98 0.04	Sodra-Garns- Warf	P-C;ch.frg;(sal); sfb;car.8.06.	20.78 68-2	5.64 18-0	2.22 7-1	.....	Marstal	Capt.	Stt. 8.06																														
✠ 221	CHRISTIANE ( <i>ex</i> -Kersbergen), <i>Johans.</i> (4.06)		I	3/3, G	1.1.	Bq 1 P-B	964 946 919	Rss	77 V.05	Amsterdam <i>W.H. Meursing</i>	F-PP;ch.m-fr;p.P; 5.02;SS.90;sfb;rp- car.3.06.	55.77 183-0	11.10 36-5	6.45 21-2	.....	Marie- hamn	J. E. Stenroos	2 <sup>e</sup> Ann 5.06																														
• 222	CHRISTINA, voir aussi CHRISTINE.																																															
✠ 223	CHRISTINA, <i>Grewe, R.</i> (3.96)		14-4	—	—	Glt	40 28	Ahn	66 0.96	Rendsburg <i>H. Frahm</i>	C-Ht.sfb;p.S.79;grp. 79;SS.96;rp-car.4.96	17.1 56 1	4.8 15-9	1.92 6 0	.....	Kappeln	Capt	Kiel 96																														
• 224	CHRISTINA, <i>Sassen. G.</i> (4.93)		12-4	—	—	Kff 1 m dv	32 29	Ahn	75 0.93	Oldersum <i>H. Janssen</i>	C;sfb;p.P;SS.89;rp- car.3.93.	16.9 55 6	3.9 12-9	1.52 5 0	.....	West-Rhan- derfehn	G. Sassen	Leer 93																														
✠ 225	CHRISTINA, <i>Fex.</i> (8.93)		13-4	—	—	Bq 1 P-B	334 297	Sds	75 0.93	Wärnanäs <i>C. A. Hahn</i>	P-C.ch.m-frg;(sal);rp.S; rp.SS.93;d.ft-m.8.95.	39.0 128-0	7.7 25-4	4.16 13-7	.....	Lerhamn	H. J. Fex	Hlsb.95																														

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE PONT	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCHES	LARGEUR EN PIEDS ET POUCHES	CREUX DE CALE	FRANC BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
226	CHRISTINA, Thorsson, M. (7.93)	—	—	—	Gls	92 91	Sds	61	Kiel	C-Ht;ch.m.sfb;grp. 83;rp.SS.89;car.5.91.	23.40 76-9	5.90 19-4	2.86 9-5	.....	Skillingen	H.J.Thorsson	Riga 93	
227	CHRISTINE, voir aussi CHRI STINA.																	
✠ 228	CHRISTINE, Kruse. (2.04) 82 - 02	1	3/3, L A.&C.P.	1.1.	Bq 4m 2 P	1987 1900 1821	Alm	91	Geestemünde J.C.Tecklenborg	A; 2 comp.1 p.A;S; rp.02;car.2.04.	82.82 271-9	11.98 39-4	7.01 23-01	.....	Bremen	Herm.Dauels- berg	N-C.04	
✠ 229	CHRISTINE, Schumacher, J. Z. (9.04)	14-3	—	—	Ex kn dv.	92 80 85	Alm	81	Brake F. F. Nicolai	C-Ht-PP.ch.frg.p.S; sfb;rp-car.SS.10.04.	21.9 71-9	6.2 20-4	2.48 8-2	.....	Elsfleth	Capt	Wes.04	
✠ 230	CHRISTINE, Nielsen.(12.94)	16-4	—	—	B-G	203 178 184	Dan	69	Thurø N. R. Troensegaard	C-Ht.ch.frg.sfb;p.n. 82;car.7.96;rp.SS.95.	32.53 106-9	6.81 22-4	3.35 11-0	.....	Svendborg	N. W. Kaas	Svdb98	
✠ 231	CHRISTINE, Andersen, P. W. (9.94) (3/3, P. 1.1.)	16	...	...	Glt	47 37 45	Dan	94	Svendborg A. Jensen	C-Ht.ch.frg;(sal); sfb;p.P.	19.40 63-8	5.39 17-8	2.04 6-8	.....	Stubbekjö- bing	Capt	Knbg98	
232	CHRISTINE, Schjønning. (10.90)	12	—	—	Gls	43 36	Dan	90	Faaborg	C;ch-frg;sfb;(sal); p.P.	18.20 59-9	4.90 16-1	2.10 6-11	.....	Mariager	Capt	Svdb91	
233	CHRISTINE, Backman. (7.02)	11-6	5/6, G	1.1	G3m	186	Sds	57	Westerwik rc.02	C-P;ch.frg;sfb; (sal);rc.02.	34.10 111-11	7.10 23-4	3.50 11-6	.....	Lysekil	J. Backman	Got. 04 c.v. 04	
234	CHRISTOPH, Mas Apsch. (10.94)	8	—	—	Glt	166 158	Rss	94	Äpszieem J. Strasding	P-C;ch.fr;sfb;G-E; rp.97;car.6.99.	26.75 87-9	7.47 24-6	2.30 10-1	.....	Riga	Z. Molberg & Co	Riga 99	
✠ 235	CHRISTOPHE-COLOMB, Pre- vost. (10.97) (3/3, L. 1.1.)	15	...	...	3mG 1 P-B	894 317	Frg	97	St-Malo A. Bossard	C-Or;ch.m.frg;d. m.10.97;rp.98.	42.11 138-2	8.81 28-11	4.35 14-3	.....	Fécamp	H. Acher & Fils	Bx 98	
✠ 236	CHRONIK, Scharf. (7.99, P.R.)	1	—	—	Kn	207 292	Alm	91	Hamburg Chr.Jürgen & Co	A; 5 comp; 1 p. F; car.7.99.	39.93 131-0	7.75 25-1	3.75 12-4	.....	Hamburg	Vereinigte Bug- sir- u. Fracht- schiffahrtGesell- schaft	Hbg 99	
✠ 237	CIAMPA-EMILIA, Russo. (8.05)	15-3	5/6, L	1.1.	Bq 1 P-B	900 864 848	Itl	74	Cassano A. Castellano	C-PP.ch.m.rp.SS.99 d.ft-m.8.0.;rp.01.	52.12 171-0	10.69 35-1	7.12 23-5	.....	Castella- mare	Héritiers de F. S. Ciampa (Sant'Agnello)	Mrs 8.05	
238	CICELIA, Le Masurier. (2.07)	13-4	5/6, G	1.1.	Kt	79 60 77	Ang	67	Jersey Le Suvar	C-Or-PP;ch.m-frg; sfb;SS.07.	23.85 78-3	5.79 19-0	2.64 8-8	.....	Guernsey	Chas. Le Masurier	P/m. 2.07 c.v. 2.07	
✠ 239	CIMBRIA, Nielsen. (5.03) 82 - 03	16	3/3, G	1.1.	G3m	234 200 223	Dan	03	Svendborg H. C. Poulsen & C. Jensen	C-Ht;ch.frg;(sal); sfb;car.1.06.	34.69 113-10	8.32 27-4	3.70 12-2	.....	Svendborg	R.C.Pedersen (à Troense)	Chrt. 1.06	
✠ 240	CIMBRIA, Andersson.(4.91)	12-3	—	—	Glt	148 132 134	Sds	72	Timmernab- ben	P-C;ch.frg;sfb;grp- car.SS.4.91.	29.20 95-10	6.63 21-9	2.84 9-4	.....	Kivik	O.Mårtensson	Hlsb.91	

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY																													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																																															
	DATE OF TERM																																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																														
✠	241	CIMBRIA (ex-Kodan), Hansen (3.01)	16-3	—	—	Glt	128 125 131	Sds	76 O.01	Marstal F. Hansen	C-Ht;ch.frg;sfb; (sal);SS.01;car.2.99.	27.08 88-10	6.70 22-0	3.45 11-4	.....	Brantevik	P. Persson	Clrh. 5.05 c.v. 5.05																														
✠	242	CIRCUS, Wack. 85-07 (5.98)	11	3/3, G	1.1.	G3m	218 184 195	Rss	98 O.04	Margrafen P. Tuum	P-C;ch.fr;(sal);sfb; grp.99;rp-car.5.07.	29.00 95-2	7.31 24-0	3.81 12-6	.....	Riga	J. Dreymann & F. Wack	Riga 5.07																														
.	243	CITADELLE, Rust, W. (8.00)	12-3	—	—	Ev dv	53 44	Alm	76 O.00	Borstel J. Haartje	C-Ht.sfb;1/2V;fd. pl;rp-car.8.00.	17.5 57-5	5.6 18-4	2.05 6-9	.....	Oberndorf	Capt	Hbg 00																														
✠	244	CITO, Nielsen. (10.07) Mot. aux.	I	3/3, P	1.1	Glt	58 38 46	Dan	07	Fredrikshavn Fredrikshavn skibsværft	A; 4 comp.	20.88 68-6	5.64 18-6	1.67 5-6	.....	Aarhus	O. Langballe	Cph. 10.07																														
✠	245	CITO, Christensen. (4.02) (3/3, P. 1.1.)	16-13	...	...	Gls	56 46 52	Dan	02	Horsens R. Schröder	C-Ht;ch.frg;(sal); sfb.	20.40 67-0	5.81 19-1	2.23 7-6	.....	Fanö	Aktieselskabet Gls Cito Rederi (D.H. Duyzen)	Svdb. 02																														
	246	CLARA, voir aussi KLARA.																																														
✠	247	CLARA (ex-Novi-Molodez), Nielsen. (2.06) 89-05	16-6	5/6, G	1.1.	Bk	268 223 213	Dan	75 O.06	Kjöge L. Flindt	C-Ht;ch.m-frg;(sal);sfb; p.P;rp-car.SS.2.06.	36.30 119-0	7.40 24-3	3.52 11-7	.....	Svendborg	R. S. Hansen (a Thurö)	Svdb. 2.06																														
✠	248	CLARA, Isachsen. (6.07) Mot. aux. 07-07	13	3/3, P	1.1.	Gls	29 7 28	Dan	07	Esbjerg S. Abrahamsen	C-Ht;ch.frg;(sal); hél;sfb;p.PP.	14.14 46-5	4.37 14-4	2.03 6-8	.....	Esbjerg	D. Lauritzen	Vjl. 6.07																														
✠	249	CLARA, Coadou. (9.05)	14-4	5/6, G	1.1.	Glt	87 77	Frç	75 O.06	Dunkerque E. Ogez	C-Or.ch.frg.sfb; p.n.87;rp-car.4.06.	21.4 70-3	5.4 17-9	3.16 10-4	.....	Lannion	Coadou	Bret 4.06																														
.	250	CLARA (ex-Apollo), Caldeira. (12.02)	13-7	5/6, A	1.1.	Bq 1 P-B	692 660 635	Ptg	77 O.03	Rangoon	T-C-PP;ch.m-frg;p.T; d.ft-m.2.07;grp.SS.89; rp.97.	40.57 133-2	8.83 28-11	6.00 19-8	.....	Oporto	J. Nogueira Pinto	Lish. 2.07																														
.	251	CLARA, Persson. (3.06)	11-4	5/6, G	1.1.	B-G	170 157	Sds	75 O.06	Eckerna	P-C;ch.frg;(sal); sfb;rp-car.3.06.	26.61 87-4	7.11 23-4	3.32 10-11	.....	Fiske- backskil	A. Bengtsson	Got. 3.06																														
✠	252	CLARA, Assarsson. (3.04)	13-4	5/6, G	1.1.	B-G	166 144	Sds	74 O.04	Faaborg R. Möller	C-Ht-PP-ch.m-frg; (sal);sfb;p.S.96;grp.SS. 96;rp-car.3.04.	30.50 100-1	6.70 22-0	3.33 10-11	.....	Helsing- borg	G. H. Witt	Hlsb. 4.07 c.v. 4.07																														
.	253	CLARA, Persson. (7.97)	9-3	—	—	G3m	146 140	Sds	rc.92 O.98	Sjötorp	P-C;ch.fr;sfb;rc.92; p.n.92;car.4.98.	28.80 94-6	6.30 20-8	3.12 10-3	.....	Brantevik	N. Martens- son	Klm.98																														
✠	254	CLARA (ex-Diana), Martins- son. (5.98)	14-4	—	—	Gls	96 88	Sds	62 O.98	Neustadt	C-Ht.ch.m-frg;sfb;p. n.91;grp.SS.91;car.4.98.	24.40 80-1	6.60 21-8	2.93 9-8	.....	Brantevik	T. N. Tufves- son	Crh.98																														
✠	255	CLARA-E-RANDALL, Char- leson. (10.94) (3/3, A.1.1.)	13	...	...	G4m 2 P	951 864	Amr	94 O.01	Bath (Me) Wm Rogers	C-Hk-B-PP;ch.m- fr;(sal);d.ft-m.10.97;lp. PP.lp.Sp.	53.34 175-0	11.27 37-0	5.49 18-0	.....	Portland (Me)	J. S. Winslow & C <sup>o</sup>	Bath 01																														

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

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Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIÈDES ET POUCHES	LARGEUR EN MÈTRES	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net				DOUBLAGE	RÉPARATIONS							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
•	256	CLAUDIA, Aaberg. (10.99)	12	3/3, A	1.1.	Bq	367 324 812	Dan	99	Tvedestrand J. Olsen	C-PP-P;ch.m-fr;d. ft-m.10.06.	40.00 131-3	9.17 30-1	3.73 12-3	.....	Marstal	H.A.H. Grube	Got. 10.06			
✚	257	CLAUS, Sievers, A. (6.01)	16	3/3, P	1.1.	Glt	71 49	Alm	01	Rendsburg P. Schick	C-Ht;ch.frg;(sal); sfb;car.7.05.	20.46 67-1	5.54 18-2	2.57 8-5	.....	Rendsburg	Capt (Büdelndorff)	Hbg 7.05			
•	258	CLEMENTINA, Zaccaria. (4.06)	14-4	5/6, G	1.1.	Bq 1 P-B	784 708 745	Itl	76 O.06	Equa A. Gargiulo	C-PP-P;ch.m.frg;d.ft- m.10.01;grp.SS.97;rp. 06.	53.85 176-9	9.72 31-11	6.33 20-9	.....	Naples	Michele Gui- da	Npl. 4.06 c.v.04			
✚	259	CLEMENTINA-C. (ex-Zevallos). Corsi. (3.05) 00-04	III	3/3, G	1.1.	Bq 1 P-B	263 250	Itl	68 V.05	Nantes P. Jollet & Babin	F; 3 comp; p.S;rp- car.3.05.	36.80 120-9	6.80 22-4	4.22 13-10	.....	Portofera- raio.	Raffaele Corsi	Gn. 3.05			
•	260	CLINTON, Simonsson.(3.02)	11-4	—	—	Bk 1 P-B	316 299 274	Sds	38 re. 66 O.02	New-York	C-P-PP.ch.m-frg;sfb;p. n.91;grp.SS.91;rp-car. 11.01.	34.58 113-6	7.35 24-1	4.28 14-0	.....	Fiske- bäckskil	A. Olsson	Got. 02			
✚	261	CLOE (ex-Chaland-C.), ..... (6.00)	I	—	—	—	282 268	Arg	00	Harburg G. Renck Jr	A; 3 comp.	46.00 150-11	8.75 28-8	2.02 6-8	.....	Buenos- Ayres	Nicolas Mi- hanovich	B-A.01			
•	262	CLYDE, Humphrey. (2.93)	13-7	—	—	Bk	204 168	Ang	71 O.93	Teignmouth Mansfield	C-Or-PP;ch.frg;sfb p.n.93;grp-car.2.93	32.84 107-9	7.35 24-1	3.89 12-9	.....	Faversham	The Whitstable Shipping Co Ltd	Ld. 97			
✚	263	CLYTIA, Nielsen. 89-96 (5.96)	16	3/3, G	1.1.	G3m	156 121 149	Dan	96 O.04	Thurø N. P. Petersen	C-Ht;ch.m-frg;sfb; (sal);rp.00;car.2.03	30.13 98-9	7.31 24-0	3.26 10-7	.....	Svendborg	N.P. Petersen (à Thurø)	Svob. 3.06			
•	264	COLBERT, Bertolotto. 03-03 (9.03)	I	3/3, L	1.1.	Bq 2 P-B-II	510 709 791	Itl	72 V.03	Bordeaux Chant. & At. de l'Océan	F;2comp;hurric;p. PP.94;rp-car.9.03.	52.48 172-2	8.97 29-5	4.14 13-7	.....	Camogli	Filippo Bertolotto	Gn. 03			
✚	265	COLBERT, Leleu. (8.97)	15	3/3, L	1.1.	3mG 1 P-B	386 314	Frç	97 O.05	St-Malo Gautier père	C-Or;ch.m-frg;d. m.1.05.	42.24 138-7	9.29 30-6	4.29 14-1	.....	Fécamp	G. Tubeuf	fcg 2 01			
•	266	COLIBRI, Rödström, H. P. 93-00 (10.06)	10-6	3/3, P	1.1.	Glt	78 67	Sds	00 O.07	Eckernawarf O. Johansson	A-P-C;ch.frg;sfb; car.6.07.	21.70 71-2	6.17 20-3	2.59 8-6	.....	Köpstadsö	Capt	Got. 6.07			
✚	267	COLOMA, Jensen. (11.97)	14-4	—	—	Bq 2 P	853 741	Amr	69 O.97	Warren (R-I) J. J. Cally	C-PP-Hk.ch.m-fr;(sal); SS.91;rp.97;sp.8.99.	51.20 168-0	10.70 35-0	6.10 20-0	.....	San-Fran- cisco	C. A. Hooper	P-T. 99			
•	268	COLOMBA-LOFARO(ex-Mario), Lofaro. (12.04) 98-04	14-2	—	—	Bq 1 P-B	424 108 407	Itl	78 O.04	Savona F. Sirelli	C-PP;ch.m-frg;rp.SS. 01;d.it-m.12.01;rp.05.	39.04 128-2	8.59 28-3	5.64 18-7	.....	Naples	Rosario Lofa- ro	Snn. 6.07 c.v.5.05			
•	269	COLONEL-CASSAIGNE, Cré- quer. (9.92)	11-3	—	—	Glt	56 48	Frç	61 O.92	Bayonne Des- candes fils aîné	C.sfb;p.n.84;rp- car.9.92.	17.5 57-5	5.3 17-5	2.78 9-1	.....	Hennebont	L. Crobot	Ld. 95			
✚	270	COLONEL-DE-VILLEBOIS-MA- REUIL, Vivier. (6.06) P.C. 6-85 (6.06)	I	3/3, L	1.1.	Bq A.&c.p. 1 P-B	2187 1936 1950	Frç	01 V.06	Nantes Chantiers Nantais	A;2comp;D.16m50;R. R.7m50;R.N.12m60; G.12m;rp-car.6.06.	84.44 277-1	12.31 40-5	6.87 22-9	56 1/2 59 1/2	Nantes	Cie Maritime Française	Hbg 6.06			

N. B. — Les traits ——— indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3																
						4													
✠	271	COLUMBA, Jensen. (7.07) 07-07	13	3/3, P	1.1.	Glt	48 39 44	Dan	07	Nykjöbing-Mors O. R. Iversen	C-Ht;ch.frg;(sal); sfb.	19.05 62-6	5.79 19-0	2.10 6-11	.....	Nykjöbing-Mors	F. L. Knakke- gaard	vjl. 7.07	
✠	272	COLUMBIA, Nelson. (11.91)	14-6	—	—	3 m 2 P	1472 1828	Amr	71 O.92	Bath (Me) Houghton Bros	C-PP.ch.m.frg;(sal);p.P. 96;d.ft-m.2.89;rp.SS.92.	62.73 205-10	12.20 40-0	7.31 24-0	.....	San-Fran- cisco	A. Anderson & Co	S-F. 96 c.v.95	
✠	273	COLUMBUS (ex-Brown-Bro- thers), Hashagen. (3.03) 73-05	13-6	5/6, A	1.1.	3 m 2 P	1470 1371 1807	Alm	76 O.02	Newburyport Atkinson & Fill- more	C-PP-Hk.ch.m.frg. (sal);rp.SS.02;p.n.05; d.ft-m.3.05.	64.18 210-7	12.30 40-4	7.35 24-1	.....	Bremen	Gebr. Kulen- kampff	Wes. 3.07 c.v.9.05	
✠	274	COMETEN, Swensson, P. (12.91)	14-6	—	—	Bq 1 P-B	517 468 441	Sds	74 O.92	Carlshamn D. Andersson	C-P.ch.m.frg.d.ft-m. 9.92;(sal);p.S;SS.S9;rp. 93.	41.30 135-6	8.35 27 6	5.05 16-7	.....	Lands- krona	A. P. Anders- son	Mm. 97	
✠	275	COMMANDANT-BARATIER, Lemoine. (2.01)	13	3/3, G	1.1.	3 m B-G	324 256	Frç	01	St-Malo A. Buron	C-Ht;ch.m.frg;d. m.2.01.	39.40 129-3	8.56 28-1	3.90 11-10	.....	St-Malo	Gilbert Jeune Fils (à Avranches)	Grv. 3.07 c.v.3.07	
✠	276	COMMANDANT-MARCHAND, Trouvé. (12.98)	13	3/3, G	1.1.	B-G	163 127	Frç	98	La Richardais L. Tranchemer	C-Or;ch.m.frg;d. m.12.98.	30.00 98-5	7.06 23-2	3.38 11-1	.....	St-Malo	Gilbert Jeune Fils (à Avranches)	Grv. 3.07 c.v.3.07	
.	277	COMMANDATORE-GIOVANNI- M. (ex-Lelia), Bertacca (11.04) 97-02	13-6	3/3, G	1.1.	B-G 1 P-B	286 224	Itl	88 rc.05	Syra	C-P;ch.m.frg;rc. SS.05;d.ft-m.2.05.	30.30 99-5	7.45 24-5	4.40 14-5	.....	Livourne	Gius. Buttrini (à Viareggio)	Lvn. 10.06	
✠	278	COMMERZIENRATH-RODDE- TUS, Milman. (6.92)	13-6	—	—	Bq 1 P-B	581 567	Ang	78 O.92	Barth J. Kraefz	C-Ht.ch.m.frg;(sal); grp.SS.92;d.ft-m.8.93; rp.93;p.PP.95.	43.73 143-6	9.29 30 6	5.40 17-9	.....	Auckland (N-Z)	Union S. S. Co of New-Zealand	Hbg 95	
.	279	COMMODORE, Ladders, A. Yacht. (5.99)	13	3/3, Y	1.1.	Ctt	12	Rss	98	Rostock G. Barg	T-C-PP-Or-A;ch. cv;rp-car.10.01.	14.40 47-3	2.74 9-0	1.74 5-9	.....	Riga	A. Ladders	Riga 01	
.	280	COMTE-DE-PARIS, Nicolazo. 87-99 (6.04)	12-3	—	—	Dy	94 74	Frç	89 O.04	Fécamp	C-Or;ch.frg;sfb; grp-car.5.04.	23.63 77-7	6.63 21-9	3.14 10-4	.....	Tréguier	Nicolazo & Barat (Pleubian)	Pmp 04	
✠	281	CONCORDE, Coupeau. (4.99) 96-04	13	3/3, G	1.1.	3mG 1 P-B	433 361	Frç	99 O.06	St-Malo A. Buron	C-Or;ch.m.frg;sfb; car.12.06.	43.10 141-5	9.30 30-6	4.49 14-9	31.0 34.0	.....	Bayonne	Vidart	St-M. 3.07
.	282	CONCORDIA, Muther. (12.94)	12-4	—	—	Gls	47 39	Alm	76 O.95	Uekermünde L. Wittenberg	C.sfb;p.P;grp.89; rp-car.SS.9.95.	18.3 60-0	5.2 17 1	2.33 7-8	.....	Stralsund	Capt (Breege a/R)	Kngb 97	
✠	283	CONCORDIA, Henriksen. 91-96 (5.96)	16	3/3, G	1.1.	Glt	115 99 109	Dan	96 O.03	Faaborg R. Møller	C-Ht;ch.frg;sfb; (sal);car.7.03.	25.93 85-1	6.59 21-6	3.01 9-9	.....	Svendborg	C. P. Henriksen (à Thurø)	Kngb. 6.06	
.	284	CONCORDIA, Madsen, M. (10.89)	13-4	—	—	Glt	87 77	Dan	41 rc.75 O.89	Rudkjøbing	C-Ht.ch.frg;sfb;p.n. 75;grp-car.SS.10.89.	22.7 74-6	5.5 18-1	2.98 9-10	.....	Marstal	Capt	Svdb 92	
✠	285	CONCORDIA, Edwardsen. (7.03)	13	3/3, L	1.1.	Bq 1 P-B	1031 987 48	Nrw	86 V.04	Amsterdam Huygens & van Gelder	F; 2 comp;p.PP; rp-car.7.06.	59.13 194-0	16.79 35-5	6.28 20 7	44 48 1/2	.....	Christians- sand	O. A. T. Skjelbred	N-C. 7.06

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



CON

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONT	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	286	CONCORDIA, Nilsson, L. T. (7.94)	13	—	—	Glt	95 88	Sds	94 O.01	Sölvesborg C. Johansson	C-P; ch.frg; sfb; (sal); car. 7.01; rp. 06.	26.60 87-4	6.80 22-4	2.16 7-1	.....	Råå	J. Lind	Hsb. 3.06	
✠	287	CONDEIXA (ex-Lottie-E.), Pereira. (8.02)	11-4	—	—	B-G	169	Brs	82 rc.02	Green-Cove(N-S) E. Raymond	C-PP-Sp-B-Ht; ch.m-fr; (sal); d.ft-m.S.02; SS.02.	27.61 90-7	7.25 23-10	3.29 10-10	.....	Rio Grande do Sul	Cunha, Gui- maraes & Co	Lisb.02	
✠	288	CONDOR, Christensen. (3.96)	16-4	—	—	Jgt Glt	70 60 67	Dan	68 O.96	Marstal F. Hansen	C-Ht.ch.frg. (sal); sfb; SS.89; car. 3.93; rp. 96.	20.1 66-0	5.9 19-4	2.83 9-4	.....	Marstal	J. C. Rasmus- sen	Svdb96 c. v. 96	
.	289	CONDOR, Söderholm, C. (4.94)	8-3	—	—	Glt	63	Rss	93	Brufmarf N. Stenrus	P; ch.fr; sfb; p.P.	19.11 62-9	6.09 20-9	2.69 8-6	.....	Tönala	J. & C. Söder- holm	Riga94	
✠	290	CONDUCTOR, Fitzgerald. (2.07)	12-4	5/6, A	1.1.	Bq 1 P-B	1091 1062 987	Ang	80 O.07	Canning(N-E) E. Bigelow & Son	C-B-Sp.ch.m-frg. (sal); d.ft-m. 2.07; rp. 07; SS.02.	53.60 176-0	11.27 37-6	6.96 22-10	.....	Windsor (N-E)	Estate of C. R. Burgess	N-Y. 2.07	
✠	291	CONFIANCE, Coubel. (3.07)	16-4	3/3, G	1.1.	Glt	135 104	Frç	85 O.07	Dunkerque P. Meuwisse	C-Or.ch.cv.frg; sfb; (sal); p. n. 00; rp. SS.00; car. 2.07.	27.57 90-6	6.87 22-7	3.38 11-1	.....	Gravelines	Maniez & Daullé	Dk. 3.07	
.	292	CONFIANCE, Alberts. (1.00)	12-3	—	—	Tk dr bsc	62 54	P.B	76 O.00	Martenshoek G. G. Bodewes	C.sfb; G-E; rp-car. 7.00; SS.95.	22.2 72-9	4.3 14-1	2.16 7-1	.....	Groningen	Capt	Am 00	
✠	293	CONFIANTE, Foricher. (9.00)	13	3/3, G	1.1	Dy	83 69	Frç	00 O.07	Kerity Bonne	C-Or-Ht; ch.frg; sfb car. 7.07.	21.70 71-2	6.52 21-5	2.91 9-7	.....	Tréguier	Foricher (Pleubian)	Pmp. 7.07	
.	294	CONFIDENCE, Voysey. — 02 (3.04)	13-4	5/6, G	1.1.	Kt	73	Ang	77 O.04	Rye	C-Or-PP; ch.fr; sfb; car. SS.3.04.	22.76 74-8	6.15 20-2	2.94 9-8	19 1/2 22 1/2	Lowestoft	Wm Voysey (à Topsham)	Plm. 04	
✠	295	CONFIDENCE, Mouritzen. 02-02 (12.02)	16-6	5/6, G	1.1.	B-G	151 131 140	Dan	76 O.03	Thurø J. Jørgensen	C-Ht.ch.m-frg.sfb; SS.90; car. 3.05; SS.03; rp. 07.	29.56 97-0	6.45 21.2	3.28 10-9	.....	Svendborg	J. Ph. Jørgen- sen (à Thurø)	Ld. 9.07	
.	296	CONFIDENT, Johansson. (5.00)	9-4	—	—	Gls	38	Sds	— O.00	Stavanger	P-C.ch.fr; sfb; p.n. 88-96; grp. SS.95; car. 4.00	18.00 59-0	5.94 19-5	2.17 7-1	.....	Stora Kornö	A. Johansson	Got. 00	
.	297	CONQUEST, Duddridge. (3.99)	12-4	—	—	Kt	77 62	Ang	71 O.99	Newquay Osborne	C-PP; ch.frg; sfb; p.n. 98; grp-car. 6.98; rp. 99.	22.96 75-4	6.71 22-0	2.94 9-8	.....	Bridg- water	E. Hamblin	Flm. 99 c. v. 99	
✠	298	CONSTANCE (ex-Rossini), Ma- gnussen. (6.88)	13-3	—	—	Bq 1 P-B	650 622 610	Nrw	70 O.88	Chiavari A. Bonifacio	C-Ml-PP.ch.cv-m.d. ft-m. 10.90; SS.72; rp. 90	45.21 148-4	9.93 32-7	5.94 19-6	.....	Fredrik- stad	A. B. Olsen	Chrd90	
.	299	CONSTANCIA (ex-Gustavo), Fernandez. (12.01)	12-3	—	—	B-G 1 P-B	250 239	Esp	69 O.02	Arenys	C-Ml-Bois dur; ch. cv; grp SS.02; d. ft-m. 8.02.	31.40 103-8	8.23 27-0	4.20 13-10	.....	Avilés	M. Gonzalez Carvajal	Brç. 02	
.	300	CONSTANTIN, Grass. (7.03) 01-01	9-2	—	—	B-G 1 P-B	381 335	Rss	85 O.03	Haynash A. Sepp	P-C.ch.fr.sfb; (sal); rp-car. SS.7.03.	37.49 123-0	9.19 30-2	4.60 15-1	.....	Riga	A. Klein	Riga03	

N. B. — Les traits — — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	301	CONSTANTINA (ex-Jaime-Mir), Leston. (4.01) 70-02	13-3	—	—	Bq 1 P-B	439 425	Esp	73 0.01	Apenrade H. Jürgensen	C-Ht; ch.m-frg; (sal); rp.SS.01; d.m.5.99.	41.90 137-5	9.15 30-0	4.82 15-9	.....	Vigo	Leon Balverde	Cdx 03 c.v.03	
	302	CONSTANTINOS, voir aussi	KONST	ANTIN	OS.														
+	303	CONSTANTINOS (ex-Agios-Spyridion), Frangos, G. (12.06)	13-2	3/3, G	1.1.	Bq 1 P-B	665 502	Grc	74 re.98 0.06	Raguse	C; ch.cv-frg; rc.SS. 98.d.ft-m.12.06; rp.06.	48.00 157-6	9.60 31-6	6.10 20-0	.....	Le Pirée	Capt	Const. 12.06	
.	304	CONSTANTINOS (ex-Bon-Accord), Carras. (10.04)	14-3	—	—	Bq 1 P-B	393	Grc	77 re 04	Sunderland	C-T-PP; ch.m-cv; d.m. 5.02; SS.04.	32.75 107-10	7.00 23-0	4.12 13-7	.....	Syra	Ioannis Carras (Chios)	Const.01	
.	305	CONSTANTINOS (ex-Loukia-Glykas), Radiadis. (1.00)	12-3	—	—	Bk 1 P-B	655 603	Tre	68 0.99	Lavagna	C-P; ch.cv-m.fr.rp. SS.1.99; d.m.1.00	48.00 157-6	9.00 29-6	6.40 21-0	.....	Constantinople	G. Loyadis	Const.01	
+	306	CONSTANTINOS (ex-Georgios-Beltzos), Frangos. (7.01)	13-3	—	—	Bq 1 P-B	597 568	Tic	74 0.01	Apenrade	C-Ht-PP; ch.m-frg; (sal) d.ft-m.3.95; rp.SS.01.	49.00 160-0	10.20 33-6	5.71 18-5	.....	Chio	Haji Costantis & frères	Const.02 c.v.02	
+	307	CONSUELO, . . . . . (12.98)	12-4	—	—	B-G	294 279	Mxc	80 0.99	San-Francisco M. Turner	P.ch.cv-m-frg; (sal); souff. Sp.2.93; car.SS.2.93.	40.53 133-0	9.44 31 0	3.66 12-0	.....	Topolambo	Kansas City C°	S-F. 00 c.v.00	
.	308	CONTE-ROMAS (ex-Nina-Seconda), Rodiades, M. N. (3.95)	13-3	—	—	Bq 1 P-B	541 484	Grc	72 0.95	Savona	C-P; ch.cv-frg; d.ft-m. 3.95; grp.SS.95.	46.00 150-11	9.10 29-10	6.00 19-8	.....	Santorin	Capt	Const.95	
+	309	COORDJEDINA, ter Veen, C. P. (6.06)	14-4	3/3, P	1.1.	Kff dv	35 29	Alm	86 0.06	Leer Ch. Schwoon	C-Ht; ch.frg.sfb; SS.00; rp-car.SS.6.06.	18.6 61-09	4.6 15-0	1.65 5-4	.....	Rhauderfehn	Capt	Wes. 6.06	
+	310	COQUETTE, Couffon. (9.01)	13	3/3, G	1.1.	Glt	167 147	Frç	01	Kerity Bonne	C-Or-Ht; cl.frg; sfb.	30.60 100-5	7.40 24-3	3.67 12-0	.....	Paimpol	Yves Thomas (Le Légué)	St-M. 2.07 c.v.2.07	
.	311	CORAIL (ex-Chance), Hubert. (3.07)	11-2	3/3, A	1.1.	3m B-G	241 184	Frç	85 0.07	Tredestrand	P-S; ch.m.frg; d.ft. m.2.04; p.S.07.	35.18 115-6	8.40 27-7	3.33 10-11	.....	St-Servan	Busnel	St-M. 3.07 c.v.1.07	
+	312	CORNIL-BART, Zoonekynd. P.C. 6-85 (6.06)	1	3/3, L	1.1.	Bq 1 P+Bp	2242 1998	Frç	02 V.06	St-Nazaire Chantiers de la Loire	A; 2 comp; D. 17m; R. 12m 75 & 17m 90; G 11m 80 car. 10.07.	85.43 280-1	12.24 40-2	6.93 22-9	56 1/2 59 1/2	Dunkerque	Sté des Voiliers Dunkerquois	Av. 10.07	
+	313	CORNWALL, Petersen. (5.06) 87-06	16	3/3, G	1.1.	3m G	212 181 202	Dan	06	Thurø J. Ph. Jørgensen	C-Ht; ch.frg; (sal); sfb.	34.18 112-2	7.97 26-2	3.64 11-11	.....	Svendborg	J. Ph. Jørgensen (à Thurø)	Svøb. 5.06	
+	314	CORRIERE (ex-Caldera), Piaza. za. (4.03)	13-3	3/3, L	1.1.	3 m 2 P	1608 1575 1442	Itl	84 0.03	River-John A. Mc Kenzie	C-B-Sp-PP; ch.m-frg; (sal); rp.SS.03; d.ft-m. 4.03.	70.25 230-6	12.03 39-6	7.35 24-1	63 1/2 69.0	Gênes	Gius. Mortola (Camogli)	En. 9.05	
.	315	COSTA-&-COMP <sup>a</sup> , . . . (7.94)	10	—	—	Glt	95	Ptg	94	Othão L. da Graca Jr.	P; ch.frg; sfb.	23.25 76-3	7.40 24-3	2.58 8-5	.....	Othão	J. Pereira da Machada & C°	Lisb. 94	

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## CRO

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES 13 14 15	LARGEUR EN MÈTRES 13 14 15	CRUX DE CALE 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont	DOUBLAGE — RÉPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
316	COUNTESS-OF-DEVON, <i>Ran-</i> <i>dell.</i> (12.02)	14-7	5/6, G	1.1.	B-G	288 217 189	Ang	73	Plymouth	C-Or-PP; ch.m.frg; d.ft-m.9.00; SS.03.	35.78 117-5	7.19 23-7	3.84 12-7	29 1 32 1/2	Plymouth	J. W. Finch (à Teignmouth)	Pim. 12.05				
✠ 317	COURIR, <i>Faje, H. II.</i> (6.03) 77-80	13-3	—	—	Ev dv	49 40	Alm	79	Cranz	C.sfb; 1/2V; f.d.plt; rp-car.SS.6.63.	18.0 59-1	5.6 18-5	1.90 6-3	.....	Hamburg	Capt (in Cranz)	Hbg 03				
✠ 318	COURLIS, <i>Dagorne.</i> (2.95)	15	3/3, A	1.1.	B-G	212 164	Frç	95	St-Malo	C-Or.ch.m-frg; (sal) p.S.06; d.m.1.06; rp.06.	33.17 109-2	8.30 27-3	3.56 11-8	.....	St-Malo	J. Thomazeau & C <sup>o</sup>	St-M. 3.06				
✠ 319	COURLIS, <i>Leblanc.</i> (6.88)	11	—	—	Yacht Dy	20	Frç	88	Dieppe	C-Or-Ht-S.ch.frg; p.P; d.cv.6.88.	15.2 50-0	4.0 13-1	2.90 9-7	.....	Trouville	Pinel (à Conches)	Dp. 94 c.v.94				
✠ 320	COURLIS ( <i>ex-Daisy</i> ), .... (7.87)	12	—	—	Yacht	11	Frç	87	Argenteuil	Ac-Frêne-C-PP-T; ch.cv-frg; sfb.	8.5 28-0	3.3 10-10	1.68 5-6	.....	Trouville	Jean Charcot	Paris 92				
✠ 321	COURONNE, <i>Genu.</i> (10.03) 02-04	15	3/3, G	1.1.	Glt	160 128	Frç	03	Cancale	C-Or.ch.frg; p.P; sfb.	29.00 95-2	7.22 23-8	3.70 12-2	.....	Cancale	Robin	St-M. 1.06 c.v.1.06				
✠ 322	CRÉOLE, <i>Asernal.</i> (8.03) (3/3, P. 1.1.)	12	...	...	Glt	60 89	Frç	03	Nantes	C; ch.frg; sfb.	23.27 76-5	6.34 20-10	2.19 7-3	.....	Sables d'Olonne	Asernal & C <sup>o</sup>	Nt. 03				
✠ 323	CREOULA, <i>Serrano.</i> (3.07)	14-5	3/3, A	1.1.	Glt	201 152	Ptg	96	St-Ubes	C-P-Ml; ch.m.frg; d. ft-m.06.	29.63 97-3	7.00 23-0	3.70 12-2	.....	Lisbonne	Parceria Geral de Pescarias	Lish. 5.67				
✠ 324	CRILLON, <i>Prado.</i> (9.06) P.C. 6-85 (10.06)	11	3/3, L	1.1.	3m 1P+Bp	2255 1979 1986	Frç	02	St-Nazaire	A; 2 comp; D.21m; R. 6m53 & 17m86; G. 17m50; rp.02; car.9.06.	85.71 281-3	12.41 40-9	6.93 22-9	56 59	Nantes	C <sup>ie</sup> Maritime Française	Prtl. 1.07				
325	CRISALIDE, <i>Casani.</i> (2.07)	13-4	3/3, G	1.1.	Glt	99 94	Itl	92	Viareggio	C-P; ch.m-frg; sfb; rp-car.6.07.	25.50 83-8	6.80 22-4	3.08 10-1	.....	Livourne	Giulia Casani	Lvn. 6.67				
✠ 326	CRISTOFORO-COLOMBO, <i>Agono.</i> (12.94)	13-4	—	—	Bq 1P-B	867 749 799	Itl	75	Sestri-P.	C-PP-Ht.ch.m-frg;p. PP; SS.90; d.ft-m.4.95; rp.95.	52.58 172-6	10.30 33-10	6.45 21-2	.....	Gênes	Lavarello, Teresa Vva Antola	Hv. 97				
✠ 327	CROISADE, <i>Pincemin.</i> (2.06)	13-2	5/6, G	1.1.	Glt	113 82	Frç	77	St-Malo	C-Or.ch.m-frg; (sal); sfb; p.n.00; rp.60; rp-car. 1.06.	26.3 86-4	5.9 19-5	3.02 9-10	.....	St-Malo	Th. Clement (à St-Pierre- Miquelon)	St-M. 3.06				
✠ 328	CROISINE, <i>Bézar.</i> (2.04)	13	3/3, I	1.1.	B-G 3m	364 311	Frç	01	St-Malo	C-Ht; ch.m-frg; d.m.2.04.	40.84 134-0	8.96 29-5	4.00 13-2	.....	St-Malo	F. Nicolardot (à Boulogne- s/Seine)	St-M. 2.06				
✠ 329	CROISSET, <i>Lagnel.</i> (2.05) P. C. (12.06)	11	3/3, L	1.1.	Bq 2P	2700 2257	Frç	99	Rouen	A; 2 comp; D.39m65; G.30m85; 1p.A; car.12.06	89.81 294-8	12.54 41-2	7.16 23-6	47 1 50 1/2	Rouen	C <sup>ie</sup> Rouennaise de Transports Maritimes	Hv. 12.06				
330	CRONSTADT-NANCY, <i>Lancien</i> (8.03)	10-5	3/3, P	1.1.	Dy	57 40	Frç	92	Boulogne	C-Or.ch.frg; sfb; rp- car.9.03.	19.26 63-2	6.23 20-5	2.92 9-7	.....	Le Havre	Sallain	Pmp. 9.05				

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Speed survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
.	331	CROSSOWEN, <i>Hitchens.</i> (8.06)	13-6	5/6, G	1.1.	B-G	237 192 214	Ang	78 O.06	Grangemouth <i>Adamson</i>	C-Or-PP; ch.m-frg; (sal); sfb; rp-car. 5.06.	34.92 114-7	7.16 23-6	3.86 12-8	28 31	Glasgow	W.C. Phillips (à St-Austell)	Flm. 8.06	
✠	332	CROWN, <i>Skoglund.</i> (7.93)	13-4	—	—	Bq 1 P-B	670 627 623	Nrw	79 O.93	Riisøer <i>A. Andersen</i>	P-C-PP.ch.m-frg;(sal); p.P;rp.SS.93;d.ft-m. 5.96.	48.19 158-1	10.15 33-4	5.67 18-7	.....	Riisøer	V. Norman & Co	Ardl 96	
.	333	CUCKOO (ex-Frasquita), ..... (7.98)	14-4	—	—	Kt	57 39	Ang	73 O.98	Fairlie	C-Or-Tk; ch.m;d.ft- m.11.98.	24.10 79-1	5.02 16-6	3.35 11-0	.....	Falmouth	G. E. Turner	Hv. 98	
✠	334	CURAÇAO, <i>Cogswell.</i> (9.06)	12-6	3/3, A	1.1.	B-G	328 289 257	Ang	94 O.06	Hantsport (N-S) <i>J. B. North</i>	Sp-B-C-Ht-PP.ch.m- frg;(sal); d.m.S.06.	39.02 128-0	9.04 29-8	3.25 10-8	.....	Windsor (N-S)	G.B. Lockhart	N-Y. 8.06	
✠	335	CURIEUSE, <i>Guillebot.</i> (2.07)	16-1	3/3, G	1.1.	Glt	132 103	Frç	91 O.00	La Richardais <i>L. Laboureur</i>	C-Or.ch.m-frg;sfb; car.9.00.	32.15 105-6	7.15 23-6	3.45 11-4	.....	Granville	R. Chuinard	Grv. 2.07 c.v.2.05	
✠	336	CURONIA, <i>Demberg.</i> (8.00) 01-07	11	3/3, G	1.1.	Glt	127 121	Rss	00 O.07	Peteroggen <i>Wanmus</i>	P-C; ch.frg;(sal); sfb; car.8.07.	33.92 78-6	6.75 22-2	3.15 10-4	.....	Windau	K. Antmann	Riga 8.07	
.	337	CURZON (ex-Patricio-de-Sa- trustegui), <i>Welch.</i> (6.01)	I	—	—	B4m 2 P-B	1961 1778 1764	Chl	65 V.01	Dumbarton <i>W.Denny &amp; Bros</i>	F; 2 comp; D. 14m02; R.A. 7m32; G. 14m02; p.P;grp.91;rp-car.12.02	84.93 278-8	11.58 38-0	7.95 26-1	==	Valparaiso	S. N. Buques Maderas	Vlp. 02	
✠	338	CYCLAMEN, <i>Le Goff.</i> (5.01)	16	3/3, G	1.1.	Glt	164 124	Frç	01	Paimpol <i>Laboureur</i>	C-Or-Ht; ch.m-frg; (sal); sfb; rp.02.	31.30 102-8	7.32 24-0	3.61 11-10	.....	Paimpol	J. Gicquel	Pmp. 1.07 c.v.11.06	
✠	339	CYGNE, <i>Dagorne.</i> (12.01)	13	3/3, G	1.1.	B-G 3 m	303 247	Frç	01	St-Malo <i>Chantiers de Construc- tions Navales</i>	C-Or; ch.m.frg;sfb.	35.67 117-1	8.16 26-9	3.85 12-8	.....	St-Malo	Béroul & Ferran- tin (à Cancale)	St-M. 3.07 c.v.3.07	
✠	340	CYPRIS, <i>Martin.</i> (3.96) (3/3, Y. 1.1.)	12	...	...	Yawl	21	Frç	96	Lormont <i>Damon</i>	C-Or-PP-P; ch.cy- fr;sfb;rp.P;grp-car.6.97	18.10 59-5	3.60 11-10	2.53 8-4	.....	Bordeaux	Maillard	Bx 97	
✠	341	CYRANO, <i>Gourvest.</i> (6.99)	13	3/3, G	1.1.	Dy	88 69	Frç	99 O.06	Morlaix <i>Le Roux</i>	C-Or; ch.frg;sfb;rp- car.1.06.	21.15 61-5	6.18 20-3	2.94 9-8	.....	Brest	J. Bastit	St-M. 1.06	
✠	342	CYRENE, <i>Lundh.</i> (11.04) 87-04	I	3/3, A	1.1.	G3m A.&C.P.	256 225 219	Sds	04	Lödöse <i>Lödöse Varf</i>	A; 2 comp; p. A; car.8.06.	33.52 110-0	7.93 26-0	3.15 10-4	.....	Gothem- bourg	J.L.Kjellberg	Av. 8.06	
✠	343	CYRUS, <i>Russberg.</i> (10.05) 94-99	11-3	3/3, G	1.1.	G3m	293 258	Rss	91 O.06	Windau <i>C. Musneck</i>	C-P; ch.frg;sfb; (sal); car.SS.4.06.	37.03 120-6	7.93 26-0	4.04 13-3	.....	Riga	M. Snoting & Co	Wnd. 4.06	

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## DAN

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONT	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction.	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIÈDS ET POUCHES	LARGEUR EN PIÈDS ET POUCHES	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINES ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	1	D.-H.-MORRIS, . . . . . (9.87)	11-3	—	—	Bq 1 P-B	1221 1149 1108	Nrw	76 O.88	Walton (N-E) D. H. Morris	B-Sp-C-PP.ch.m- fr.d.m.3.88;(sal);rp.88	58.98 193-7	11.05 36-2	7.17 23-6	.....	Sandefjord	A. Andersen	L.d. 89 c.v. 89	
.	2	D.-T., <i>Le Sellin.</i> (11.01)	11-4	—	—	Dy	38	Frç	88 O.01	Les Sables	C-P;ch.m-frg;sfb; rp-car.7.04.	13.30 43-8	5.03 16-6	2.70 8-10	.....	Pont-Aven	Capt	B-I. 01	
.	3	DACQUOISE (ex-Maurice-G.- Geldert), <i>Le Bras.</i> (5.05) 05-05	9-4	5/6, G	1.1.	Glt	104 93	Frç	89 O.05	La Have (N-S)	Sp-P-Ht;ch.m.fr;(sal); sfb;p.n.3;grp-car.5.05.	25.02 82-1	7.38 24-2	2.83 9-4	.....	Lannion	Leclaire	Pmp. 6.05	
.	4	DAFNE (ex-Eugenia), <i>Marga- ritis.</i> (5.06)	14-6	5/6, G	1.1.	B-G 1 P-B	475	Tre	74 O.06	Cassano	C;ch.m-frg;d.m. 01;rp.06.	39.50 129-7	8.40 27-7	5.80 19-0	.....	Constanti- nople	M. Negro	Cost. 8.07 c.v. 8.07	
.	5	DAFNI, <i>Pagonis, E.</i> (6.06)	12-3	3/3, G	1.1.	Bk 1 P-B	290	Grc	83 O.06	Syra	P;ch.m-frg;SS.98; d.ft-m.2.02.	35.55 116-8	8.04 26-4	5.40 17-9	.....	Syra	Capt	Aix. 6.06 c.v. 6.06	
✠	6	DAGMAR (ex-Solide), <i>Daniel- sen.</i> (3.03)	1	3/3, L	1.1.	Bq 1 P-B	864 786 762	Nrw	81 O.03	Vegesack Joh. Lange	F;2comp;rp-car. 3.05.	56.40 185-0	9.80 32-2	5.71 18-8	.....	Lillesand	H. Knudsen	Wes. 3.05	
✠	7	DAGNY, <i>Rasmussen.</i> (3.03) 99-03	16	3/3, A	1.1.	G3m	283 197 228	Dan	03	Svendborg A. Jensen	C-Ht;ch.m.fr; (sal);sfb;car.11.06	34.97 114-9	8.57 28-1	3.61 11-10	.....	Svendborg	C.V. Petersen	Svdb 11.06	
✠	8	DAGNY, <i>Johansson.</i> (6.06)	12	3/3, G	1.1.	Glt	181 115	Sds	06	Assarebo S. E. Ohlsson	P-C;ch.fr;(sal); sfb.	26.60 87-4	6.60 21-8	2.80 9-2	.....	Assarebo	S.E. Ohlsson	Got. 6.06	
✠	9	DAGNY, <i>Olsson, N.</i> (7.04)	13	3/3, G	1.1.	Glt	111 91	Sds	01	Råå P. Nilsson	C-P;ch.fr;(sal); sfb;rp.06.	25.40 85-0	6.85 22-6	2.04 8-8	.....	Hamburg- sund	Capt	Kiel 11.06 c.v. 11.06	
✠	10	DAHEIM, <i>Gätjens.</i> (3.99)	1	—	—	Kn	309 302	Alm	91 V.99	Hamburg Chr. Jürgen & Co	A; 5 comp; 1 p. F. car.6.02.	39.93 131-0	7.75 25-1	3.75 12-4	.....	Hamburg	Vereinigte Bug- sic-u.-Fracht- schiffahrt Ge- sellschaft	Hbg 02	
✠	11	DAHLIA, <i>Nyman.</i> (11.98)	13-4	—	—	Bq 2 P-B-S	809 774	Sds	69 O.98	Damariscotta G.W. Lawrence	C-PP. ch. m-fr. (sal); spard; SS.98; d.ft-m. 3.98;rp.99.	44.38 145-7	9.77 32-1	5.79 19-0	.....	Landscro- na	Fredr. Schell	Hull 02 c.v. 99	
✠	12	DANA, <i>Harden.</i> (5.99)	16-1	—	—	Ang	188 165 169	Ang	74 O.96	Horsens Chr. Schröder	C-Ht;ch.m-frg;p.S;(sal); SS.91;d.ft-m.11.96;rp. 96	31.39 103-0	6.58 21-7	3.60 11-10	.....	Hull	C. Thompson	Svdb 99	
✠	13	DANA, <i>Pedersen.</i> (10.01)	13	3/3, A	1.1.	3mG	358 324 319	Dan	01	Tvedestrand C. Wroldsen	C-PP-P;ch.m-frg; (sal);d.ft-m.10.01.	36.58 120-0	8.70 28-5	3.70 12-2	.....	Marstal	B. Albertsen	Glt. 11.06	
✠	14	DANA, <i>Rasmussen.</i> (3.07) 82-91	16-6	3/3, G	1.1.	G3m	159 138 152	Dan	91 O.07	Thüro N. P. Petersen	C-Ht;ch.m-frg;sfb; (sal);p.P;car.8.05;SS.07.	30.70 100-9	6.80 22-4	3.26 12-8	.....	Svendborg	N.P. Petersen (à Thüro)	Svdb. 3.07	
✠	15	DANA (ex-Mindet), <i>Jensen.</i> 89-04(3.01)	16-6	—	—	Glt	18 10 95	Sds	75 O.01	Assens G. Sørensen	C-Ht;ch.fr;(sal); p.P.93;rp-car.7.96; SS.01.	22.6 74-3	5.8 19-0	2.89 9-7	.....	Carlshamn	O. Lundström	Kngb. 7.05 c.v. 00	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



DAF																			
SHIPS AND CAPTAINS	CLASSIFICATION			TONNAGE	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY				
	DIVISION AND TERM	CHARACTER	RIG																
																gross Register			
																	under deck		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
PRESSURE AND DATE OF SURVEY OF DONKEY BOILER																			
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
DATE OF TERM																			
+	16	DANAE (ex-Colbert). Högglund. (9.05)	P.C. 6-85 (11.06)	I	3/3, L	1.1.	Bq	1551-341-1419	Sds	95	Nantes Chantiers de la Loire	A; 2 comp; D. 22m50; G. 11m10; R. R. 3m; grp. 98; rp. 06; car. 11.06.	72.93-239-4	11.17-36-8	6.76-22-2	51 1/2-54 1/2	Hernösand	F. Nätterqvist	Nt. 11.06
+	17	DANIEL, Deconinck. (3.02)		16	3/3, G	1.1.	Dy	105-82	Frq	02	Dunkerque Sauvage	C-Or; ch. cv-frg; (sal); sfb.	25.63-84-1	6.74-22-1	3.13-10-3	.....	Dunkerque	N. Vancauwenbergh	Ok. 2.05 c. v. 2.05
+	18	DANIEL, Jayec. (9.04)	03-05	13-6	3/3, G	1.1.	Glt	81-64	Frq	89	Nantes P. Sevestre	C. ch. frg. sfb; p. PP; rp. SS. 04; car. 9.04.	23.30-76-6	5.91-19-5	2.56-8-5	.....	Nantes	Lefrançois	Nt. 12.06
+	19	DANIEL, Demberg. (7.98)	(3/3, P. 1.1.)	10	...	..	Glt	79-66	Rss	98	Sikraggen A. Anderson	C-P; ch. fr; sfb; (sal); car. 5 00.	19.86-65-6	5.79-19-0	2.81-9-3	.....	Windau	J. J. Osse	Lib. 02
+	20	DANMARK, Lausen. (2.96)		I	—	—	Bq	1467-1374-1349	Dan	92	Copenhagen Burnmeister & Wain	A; 2 comp; D. 16m15; G. 7m93; R. A. 9m75; 2p. P. car. 2.93.	71.62-235-0	11.50-37-9	6.65-21-10	.....	Copenhague	Aktieselskabet Barkslibet Danmarks » Rederi	Hbg 96
+	21	DANMARK, Knudsen. (3.06)	97-00	16-4	3/3, A	1.1.	Bq	226-159-216	Dan	84	Faaborg R. Möller	C-Ht; ch. frg. (sal); SS. 99; d. ft. z. 2.06; rp. 06.	34.02-111-9	7.45-24-5	3.74-12-3	.....	Marstal	H. C. Christensen's Enke	Svdb. 2.06
+	22	DANMARK, Huusfeldt. (8.02)		16	3/3, G	1.1.	G3m	220-187-208	Dan	02	Thurö C. Bom	C-Ht; ch. frg; (sal); sfb.	34.78-110-8	8.07-25-7	3.61-11-10	.....	Svendborg	R. S. Hansen (Thurö)	Svdb. 2.07 c. v. 04
+	23	DANMARK, Storm, L. P. (3.02)	92-04	16-6	5/6, G	1.1.	B-G	162-136-156	Dan	71	Faaborg R. Dyreborg	C-Ht. ch. m-frg; sfb; p. PP. 01; grp. SS. 01; car. 7.06.	29.41-96-6	7.38-24-2	3.67-12-0	.....	Faaborg	H. Christensen.	Ok. 2.07 c. v. 2.07
.	24	DANNEBROG, Folmer. (9.96)	88-04	14-13	3/3, G	1.1.	B-G	175-150-175	Dan	96	Marstal J. A. Petersen	C-Ht. ch. frg. (sal); sfb; car. 12.01	31.40-103-0	7.80-25-7	3.30-10-10	.....	Marstal	Hans Christensen	Svdb. 3.05
+	25	DANNEBROG, Martensen. (3.02)		16	3/3, A	1.1.	G3m	219-195-209	Dan	02	Thurö J. Ph. Jørgensen	C-Ht; ch. m-frg; (sal); d. ft. m. 12.03.	34.06-111-10	8.00-26-3	3.64-11-11	.....	Svendborg	J. N. Rosenthal	Card. 1.07 c. v. 1.07
+	26	DANNEBROG, Clausen. (12.06)	86-00	16-3	3/3, G	1.1.	Glt	136-126-128	Dan	83	Thurö C. Bom	C-Ht. ch. m-frg; sfb; p. n. 03; SS. 96; rp. car. 1.07.	26.05-85-6	6.81-22-4	3.31-10-10	.....	Svendborg	H. Thurö (à Troense)	Chrt. 1.07
+	27	DANNEBROG, Jørgensen. (3.99)	(3/3, P. 1.1.)	16	...	..	Glt	46-37-44	Dan	99	Faxe J. Kæfoed	C-Ht; ch. frg; (sal); sfb.	19.21-63-0	5.78-19-0	2.10-6-11	.....	Allinge	P. J. Sander-sen	Cph. 99
+	28	DAPHNÉ, Eriksson. (2.05)		9-3	3/3, G	1.1.	G3m	200-186	Rss	96	Kimito O. F. Ölander	PS; ch. m. frg; sfb; (sal); p. P; car. 5.05; rp. 05.	31.39-103-0	7.62-25-0	3.05-10-0	.....	Kimito	A. W. Sjöholm	Lo. 6.05
+	29	DARA-C, Cochran. (6.01)		12	3/3, G	1.1.	G3m	446-401-380	Ang	01	Port-Greville (N-S) Cochran & Soley	Sp-B; ch. m-frg; (sal); sfb., car. 7.04.	44.50-146-0	10.66-35-0	3.86-12-8	.....	Parrsboro' (N-S)	Cochrane & Soley	N.Y. 04
.	30	DART, Young, W. (7.89)		11-4	—	—	Glt	55	Ang	62	Jersey Daniel Le Vesconte	C-PP-S. ch. frg; alg. 72; rp. car. SS. 7.89.	23.60-77-9	5.40-17-5	2.59-8-6	.....	Jersey	G. H. Kent Sr	St-M89

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## DEL

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR — EN MÈTRES EN PIEDS ET POUCES	LARGEUR — EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE — EN MÈTRES EN PIEDS ET POUCES	FRANC BORD — EAU SALÉE H.A.N. en pouces	PORT — D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÈVEMENT NOMBRE DE PONT	— Brut — Net — Sous le pont					PORT DE CONSTRUCTION — CONSTRUCTEURS	DOUBLAGE — RÉPARATIONS							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
•	31	DASHING-WAVE, <i>Blewitt.</i> — 92 (3.06)	14-4	5/6, G	1.1.	Glt	167 132 159	Ang	68 O.06	Newburg	C-PP-Or.ch.m-frg;sfb; p.P.96;SS.10.97;grp.04; rp-car.3.06.	29.39 96-5	6.96 22-10	3.71 12-2	24 27	Fowey	Inkerman Tregaskes (Par)	Flm. 3.06		
✝	32	DAUPHIN, <i>Yvinec.</i> (3.94) (3/3, P. 1.1.)	14	...	..	Slp	28 20	Frç	94	Paimpol <i>Laboureur</i>	C-Or-PP;ch.frg; sfb;S.A;p.S.	14.22 46-8	5.10 16-9	2.04 6-9	.....	Brest	A. de Mougon (à l'île Tibidy)	Brst 96		
✝	33	DAVID, <i>Onno.</i> (8.03) 01-06	11-3	3/3, G	1.1.	G3m	265 235	Rss	92 O.04	Randskiel- Kjelkond <i>Mangus</i>	P-C.ch.frg;(sal)p.P; sfb;SS.04;rp-car.7.07	35.04 115-0	7.77 25-6	3.76 12-4	.....	Arensburg	J. Tear & Co	Riga 7.07		
✝	34	DAVID-D'ANGERS, <i>Guéguen.</i> P.C. 6-85 (2.07) 00-07 (2.07)	I	3/3, L	1.1.	Bq A.&C.P.	1980 1737	Frç	02 V.07	Nantes <i>A. Dubigeon</i>	A; 2 comp; D. 17m60; R. 6m10 & 11m60; G. 15m; rp.04;car.2.07.	79.74 261-8	11.83 38-10	6.84 22-5	54½ 57½	Nantes	Sté des Arma- teurs Nantais	Hbg 2.07		
•	35	DE-ALFA, <i>Visser.</i> (2.06)	II	3/3, P	1.1.	Tjk dv. bsc	81 65 71	P.B	01 V.06	Martenshoek <i>J. &amp; J. Verstockt</i>	A; 2 comp; G-E. fd. plt;car.2.06.	24.54 90-4	5.03 16-63	2.09 6-10	.....	Groningen	Capt	Eng. 2.06		
✝	36	DE-RUIJTER, <i>Tuitjer.</i> (6.99)	I	—	—	3 m 2 P	1761 1689 1610	Alm	91 V.99	Amsterdam <i>Huijgens &amp; van Gelder</i>	A-F; 2 comp;p.PP; car.7.00.	75.33 247-2	12.20 39-11	6.73 22-7	.....	Emden	A. Hemmes	N-Y 00		
✝	37	DE-SEKS-BRÖDRE, <i>Johan-</i> <i>Moteur aux. sen, F.</i> (7.97) 93-07	16	3/3, G	1.1.	Glt	70 47 62	Dan	07	Aeröskjöbing <i>P. H. Azelsen</i>	C-Ht;ch.frg;hcl; sfb;(sal);p.PP.	23.54 77-4	6.03 19-9	2.23 7-4	.....	Aeröskjö- bing	Capt	Svdb. 7.07		
•	38	DE-TRE-SÖSTRE, <i>Rasmus-</i> <i>sen, J. C.</i> (2.03) 93-03	14-4	—	—	Gls	62 59 61	Dan	49 rc.89 O.04	Svendborg	C-Ht;ch.frg;sfb;(sal);p. B.96;grp.88.96;rp.04; car.6.04;ouff. C.04.	17.12 56-2	5.03 16-6	2.67 8-9	.....	Marstal	Capt (à Ommel)	Svdb01		
✝	39	DEBORA, <i>Rasmussen.</i> — 00 (5.00)	16	3/3, G	1.1.	G3m	159 134 155	Dan	00	Marstal <i>N. J. Jensen</i>	C-Ht;ch.frg;(sal); sfb;car.6.03.	30.45 99-11	7.57 24-10	3.20 10-6	.....	Marstal	A.H. Petersen	Svdb. 7.05		
✝	40	DECIMA, ..... (2.99)	14-6	—	—	Bq 1P-B	793 728 700	Nrw	85 O.01	Grimstad <i>M. Svendsen</i>	C-PP-P.ch.m-frg;(sal); p.P.95;d.ft-m.3.01; SS.01.	53.44 175-4	10.20 33-10	5.92 19-5	.....	Grimstad	J. Bang	Ard101		
✝	41	DEFL, <i>Meudal.</i> (12.98) 05-06 (3/3, G.1.1.)	16	...	..	Glt	95 76	Frç	98	Paimpol <i>J. Pilvin</i>	C-Or-Ht;ch.frg; 'sal';sfb;grp-car.3.04.	23.58 77-4	6.92 22-8	2.96 9-9	.....	Tréguier	Meudal (à Pleubian)	Big. 4.06		
•	42	DELFIN, <i>Oschmuzneck.</i> 96-03 (9.99) (3/3, G. 1.1.)	9	...	..	Glt	196 179 179	Rss	99	Uppesgräve <i>K. Arkle</i>	P-C;ch.fr;(sal);sfb; rp-car.6.01.	29.87 98-0	7.29 23-11	3.55 11-8	.....	Riga	M. Oschmuzneck & J. Karklin	Lvp. 11.05		
•	43	DELICIA (ex-Paquito), ..... (1.00)	13-10	3/3, A	1.1.	B-G	255	Ptg	96 O.00	Villa-Garcia	C-P;ch.m-frg;d.ft- m.5.03.	32.43 106-5	8.88 29-2	3.63 11-11	.....	Oporto	M. Villaga & A. Teixeira	R.-J. 04		
✝	44	DELOS, <i>Andersen.</i> (3.01) 01-01	16	3/3, G	1.1.	3mG	225 196 212	Dan	01	Svendborg <i>J. R. Andersen</i>	C-Ht;ch.frg;(sal); sfb;rp-car.1.03.	34.53 113-4	7.69 25-3	3.61 11-10	.....	Svendborg	C.V. Petersen	Svdb. 2.05		
✝	45	DELPHINEN, <i>Danielsen.</i> (4.80)	14	—	—	Ctt	76	Dan	80 O.89	Elmshorn <i>H. Thormählen</i>	C-Ht.ch.m-frg;p. PP;d.ft-m.11.83;rp.39.	21.5 70-6	5.6 18-4	3.00 9-10	.....	Thorshavn	F.R.Andersen	Lvp.89 c.v.89		

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD  SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER															
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	46	DELTA, Pratt. (9.92)	12	—	—	G3m	317 287 255	Ang	92	Cheverie (N-S) R. Pratt	Sp-B-Hk-C-PP; ch. m. frg; (sal); d. m. 9.97; rp. 99.	36.06 118-4	9.29 30-6	3.63 11-11	.....	Windsor (N-S)	R. Pratt (à Cheverie N-S)	Wds. 99	
.	47	DELTA, Ottmann. (6.06)	I	3/3, L	1.1.	Bq 1 P-B	563 535 548	Rss	65	Cardiff C. Hill & Sons	F; car. 10.02; rp. 06.	52.32 171-8	8.64 28-4	5.79 19-0	.....	Riga	Carl & Dittrich Ottmann	Stkh. 6.06	
+	48	DENIS-CROUAN, Frionx. 87-03 (5.07)	I	3/3, L	1.1.	Bq A. & C.P.	468 421	Frç	93	Nantes A. Dubigeon	A; 2 comp; R. A. 7m25 p. T; car. 5.07; rp. 07.	47.85 157-1	8.52 28-0	4.40 14-5	.....	Nantes	de Lagotelle- rie	Nt. 5.07	
+	49	DENIS-PAPIN, Maréchal. 92-07 (7.96)	12	3/3, G	1.1.	Glt	129 98	Frç	96	Fécamp E. Capon	C-O-S; ch-frg; sfb; car. 10.03.	26.40 86-8	7.32 24-1	3.37 11-1	.....	Dieppe	Fr. Morvan (à Pleubian)	Pmp. 5.07 c.v. 5.07	
.	50	DENISE (ex-Ethel-May), Trotin. (1.01)	9-4	—	—	Glt	42 29	Frç	87	Bay-of-For- tune (T-N)	Sp-B-Ht-P; ch. m-frg; (sal); sfb; p. n. 01; rp-car. 3.01.	18.89 61-9	5.80 19-1	2.62 8-8	.....	St-Pierre- Miquelon	La Morue Française	St-P. 02 c.v. 02	
.	51	DEO-GLORIA, Holmström. (7.97)	11-4	—	—	G 3m 1 P-B	381 249	Rss	61	Flensburg	C-P. ch. fr. souff. S. 6.97; rp-car. 6.97.	35.10 118-6	7.49 24-7	4.45 14-8	.....	Mariehamn	F. E. Karlsson	Hrns 97	
+	52	DER-KURLÄNDER, Jacobson. (6.05) 92-06	11-3	3/3, G	1.1.	G 3m 1 P-B	276 333	Rss	88	Windau R. Thum	C-P. ch. fr; (sal); rp. 00; sfb; car. SS. 5.06.	40.90 134-2	8.20 27-0	4.34 14-3	.....	Riga	Schiffahrts-Ge- sellschaft « Austra »	Rlga 5.06	
+	53	DESAIX, Chateauvieux. P. C. 6-85 (8.06)	I	3/3, L	1.1.	3m 1P + 3p	2255 1979 1986	Frç	02	St-Nazaire Chantiers de St- Nazaire-Penhoët	A; 2 comp; D. 21m; R. 6m53 & 17m86; G. 17m50 car. 8.06.	85.71 281-3	12.41 40-9	6.93 22-9	56 59	Nantes	Cie Maritime Française	Lvp. 8.06	
+	54	DESIDERIA, Andreasen. (9.80)	13	—	—	Bq 1 P-B	744 690 697	Nrw	80	Tvedestrand L. Tellefsen	P-PP-C; ch. m-frg; d. ft-m. 10.89; (sal); p. P. rp. 90.	48.45 159-0	10.66 35-0	5.92 19-5	.....	Riisør	J. W. Preben- sen	Hrtl. 92	
.	55	DESIRADE (ex-Trossachs), Jezegebel. (5.04)	14-5	3/3, L	1.1.	Bq 1 P-B	562 512	Frç	77	Little- hampton	T-C-Or; ch. m. SS. 9.5 d. ft-m. 5.05; rp. 05.	46.24 151-9	8.97 29-6	5.55 18-3	.....	Le Havre	H. Auger aîné & Co	Hv. 7.07	
.	56	DESPINA, Diamandaras, Th. (8.01)	13-3	—	—	Glt 1 P-B	112	Tre	86	Castelaris	C-P; ch. m-frg; sfb; rp-car. 9.01.	22.00 72-2	7.00 23-0	4.30 14-1	.....	Constanti- nople	Capt	Cnst. 01	
.	57	DEUX-EMPEREURS, Morel. (1.98)	13-3	—	—	Bq 1 P-B	195 89	Frç	64	Fécamp Bru- ment & Capon	C-Ht. ch. m-fr. sfb; (sal). p. B. 95; grp. SS. 88; car; 12.96; rp. 97.	27.57 90-6	7.17 23-7	3.97 13-0	.....	Granville	Beust & fils	Grv. 98 c.v. 97	
+	58	DEUX-FRÈRES, Lechanjour. (6.88)	15	—	—	Dy	39	Frç	88	Nantes P. Sevestre	C-Or. ch. frg; sfb; p. PP; rp-car. 6.98.	16.8 55-0	5.3 17-5	2.06 6-9	.....	Auray	C. Le Gloahec fils (à St-Pierre- Quiberon)	B-I. 98	
.	59	DEVERON, Larsen. P. C. 3-42 (5.03)	I	3/3, L	1.1.	Bq 2 P	1261 1146 1168	Nrw	75	Greenock R. Steele & Co	F; 2 comp; D. 9m45; R. 11m90; G. 10m37; rp- car. 10.06.	68.41 224-6	10.66 35-0	6.53 21-5	.....	Kragerø	C. A. Larsen	N-S. 9.07	
.	60	DEVONIA, Harris, Fred. (12.04)	12-4	5/6, G	1.1.	B. G	161 127 161	Ang	65	Ipswich	C-PP; ch. frg; sfb; grp-car. SS. 5.02; rp. 04	29.90 98-1	7.35 24-1	3.76 12-4	.....	Fowey	Capt (Par)	Plm. 04 c.v. 04	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## DIE

Surveillance spec.	NAVIRES & CAPITAINES		CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BOID EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE — DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL — DATE DU TERME		DIVISION & TERME	COTE	GRÈVEMENT NOMBRE DE PONTS	Brut Net Sous le pont												
	2	3																
							4											
•	61	DIAMANDOULA (ex Joannis), Pateras. (5.00)	11-2	—	—	Glt 1 P-B	234	Gre	70 rc.92 O.00	Syra	C-M1-P.ch.m-frg.sfb; 1/2 p.M1.92;rc.SS.92; rp-car.5.00.	29.60 97-2	7.90 26-0	5.00 16-5	.....	Syra	Pedro Neofito Alaiti	Alx. 00
✚	62	DIAMANT (ex-Albatros), Fortin. (12.05)	16-6	3/3, G	1.1.	Bq —	324 241	Frç	87 O.06	Brake J. Ottmann We	C-Ht-PP.ch.m-frg; (sal);sfb;rp.93;car.SS. 1.06.	38.93 127-7	8.06 26-6	3.86 12-8	.....	St-Malo	H. Mignot	St-M. 3.06
✚	63	DIANA, Hansen. (5.02)	16	3/3, G	1.1.	G3m —	207 181 197	Dan	02	Faxe Lade- plads J.Koefoed	C-Ht;ch.frg;(sal); sfb;rp.05.	33.59 110-3	8.19 26-9	3.48 11-5	.....	Marstal	C. V. Clausen	Svdb. 3.07 c.v. 3.07
•	64	DIANA, Pålsson. (8.05)	11	3/3, L	1.1.	Bq 1 P-B	750 681 696	Sds	80 111305	Glasgow C. Connell & Co	F; 2 comp;rp-car. 4.07.	56.92 186-7	9.33 30-6	5.49 18-0	.....	Hernösand	Rederi Aktiebo- laget « Diana »	N-Y. 4.07
•	65	DIANA (ex-Cuba), Ahlqvist. (5.07)	10-3	5/6, G	1.1	Bq 1 P-B	406 378 373	Sds	62 O.07	Wärnanäs	P-C;ch.m-frg;sfb;p n.0; grp.SS.93;sf;pr.5.07; rp-car.5.07.	40.85 134-1	7.75 25-6	4.79 15-9	.....	Göteborg	John E. Olsson	Got. 5.07
✚	66	DIANA, Pettersson. (9.03)	16-6	5/6, A	1.1.	G3m 1 P-B	382 357	Sls	78 O.03	Geestemünde Schau&Oltmanns	C-Ht-PP.ch.m-frg; (sal);d.ft-m.9.03;rp. SS.02.	38.59 126-7	8.59 28-2	4.67 15-4	.....	Waddö	P. Pehrsson	Fim. 7.06
✚	67	DIANA, Persson. (4.05)	12-4	5/6, G	1.1.	B-G —	120 100	Sds	78 O.05	Sved P. Jansson	P-C.ch-frg;sfb; (sal);SS.96;car.3.05;rp. 05.	26.00 85-4	6.10 20-0	3.05 10-0	.....	Kivik	O. Mårtensson	Hlsb. 3.05
•	68	DICTATEUR (ex-Dictator), Richard. (4.07)	12-3	3/3, P	1.1.	Glt —	60 42	Frç	72 rc.01 O.07	Gloucester (Mass)	C-PP;ch.ev-m-frg; (sal);sfb;SS.01;rp- car.4.07.	22.93 75-3	6.34 20-10	2.40 7-11	.....	St-Pierre- Miquelon	A. Théberge	St-P. 4.07
•	69	DIDO, Leisberg. (11.03)	7-3	—	—	Glt —	125 118	Rss	99 O.04	Oenga M. Mend	P; ch. frg; sfb; car. 10.03.	24.84 81-6	7.40 24-3	3.04 10-0	.....	Hapsal	Michel Madik & Co	Rvl. 01
•	70	DIE-LIEBE, Jensen, P.(3.95)	13-4	—	—	Glo 1m dv	32 27	Alm	76 O.95	Eckernförde Glasau	C-Ht.ch.frg.sfb; rp.93;car.SS.3.95.	16.0 52-6	4.3 14-1	1.70 5-7	.....	Graven- stein	Capt	Flsb.98
•	71	DIE-ZWEI-GEBRÜDER, Delfs. (8.97)	12-3	—	—	Ev dv	27 30	Alm	rc.86 O.97	Wisshafen	C.sfb;id. pht. 1/2 V;p. S.86;rc.SS.86;rp-car. 8.97.	16.6 54-6	4.6 15-1	1.68 5-6	.....	Rendsburg	Capt	Hbg 97
•	72	DIEGUITO, Lista. (11.01)	13-4	—	—	Glt Plc	210 199	Esp	65 O.01	Blanes	C-M1.ch.m-frg;rp. SS.01;d.m.12.00.	29.81 97-10	8.23 27-0	3.76 12-4	.....	Coruña	A. & I. Pineiro	Brc. 04
✚	73	DIEPPEDALLE, Ribault. P. C. 5.5-78 98-05(11.04) (12.06)	11	3/3, L	1.1.	Bq 2 P	2701 2253	Frç	00 V.04	Rouen Chantiers de Normandie	A; 2 comp; D.39m(5.2) D.30m(85;1p.A;rp.03; car.7.07.	89.81 294-8	12.54 41-2	7.16 23-6	47 1/2 50 1/2	Rouen	Cie Rouennaise de Transports Maritimes	Hv. 7.07
•	74	DIEU-PROTÈGE, Mollet. (8.94)	8-4	—	—	Lg —	29	Frç	77 O.94	Calais	C-Or-Ht.ch.fr.-fb; S-A;p.S;grp-car.8.94.	14.50 47-7	5.20 17-1	2.35 7-9	.....	St-Malo	Bial	St-M94
•	75	DIEU-PROTÈGE-LA-JEUNE- FANNY, Louis, F. (8.97)	8-3	—	—	Slp —	33	Frç	77 O.97	Calais	C-Or;ch.fr.sfb;car. SS.8.97;rp.99.	14.96 49-2	5.19 17-0	2.49 8-2	.....	Règneville	Capt	St-M99 c. v.99

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN FEET AND INCHES	FREE SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY										
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN FEET AND INCHES	FREE SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																												
	DATE OF TERM																												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
✠	76	DILIGENTE, <i>Druel</i> . (12.92)	13	3/3, G	1.1.	Glt	151 122	Frç	92	Binic	C-Or; ch.frg; sfb; car 1.06.	30.72 100-10	7.25 23-10	3.53 11-7	.....	Binic	Verry-Car- fantan	St-M. 1.07 c.v.1.07											
.	77	DIMITRIOS, <i>Kalianos</i> . 00-04 (11.04)	12-4	3/3, P	1.1.	B-G	97	Grc	82	Syra	C-P; ch.frg; sfb; grp-car.6.04.	21.40 70-2	6.35 20-10	2.70 8-10	.....	Kymi	Sampronis	Pir. 04											
.	78	DIMITRIOS ( <i>ex-Domenico-C.</i> ), <i>Koufopandeli</i> . (12.06)	13-3	5/6, G	1.1.	Bq 1 P-B	485	Tre	76	Varazze	C; ch m-frg; d.ft-m. 1901.	39.65 130-1	9.60 31-6	5.40 17-5	.....	Chios	D. Dermi- zaglis	Aix. 12.06											
.	79	DIMITRIOS ( <i>ex-Nazaret</i> ), <i>Chalkias, D.</i> (9.03)	12-3	—	—	Bq 1 P-B	449 427	Tre	74	Syra	P-Ml-C; ch.m-frg; sfb; d.m.1.02.	41.25 135-4	8.85 29-0	5.18 17-0	.....	Constanti- nople	Capt	Const. 1.06											
.	80	DIMITRIOS ( <i>ex-Georgios</i> ), <i>Lemos, Str.</i> (5.07)	13-3	5/6, G	1.1.	Bq 1 P-B	331	Tre	77	Fiume	C-P; ch.m-frg; d.ft- m.9.03; rp.07.	35.00 114-10	8.20 26-11	5.10 16-9	.....	Constanti- nople	Capt	Const. 5.07 c.v.5.07											
.	81	DIMITRIOS ( <i>ex-Agios-Spiri- dion</i> ), <i>Pendelakis</i> . (12.00)	12-2	—	—	Glt 1 P-B	133	Tre	72	Cassos	C-P; ch.m-frg; d.m. 12.98; rp.01.	25.20 82-8	6.90 22-8	3.70 12-2	.....	Chio	Const. Lemos	Smn 01 c.v.01											
.	82	DIMITRIOS-GEROYANI ( <i>ex- Dimitrios</i> ), <i>Geroyani</i> . (12.92)	12	—	—	G3m 1 P-B	482 446	Grc	92	Cassos	P-C; ch.ev-frg; sfb; (sal); p.P; car.11.95.	39.00 128-0	9.00 29-6	5.45 17-11	.....	Syra	Mina & Nicola Geroyani	Const. 6											
✠	83	DINA, <i>Schmidt, G. V.</i> (5.94) 87-94	14	3/3, P	1.1.	Glo	71 60 64	Alm	94	Hammelwar- den J.F.Strenge	C-Ht; ch.frg; sfb; fd. plt; car.3.05.	22.90 75-2	5.05 16-7	2.02 6-8	.....	West-Rhau- derfehn	Capt	Wes. 3.07											
.	84	DINA ( <i>ex-Schliffbek</i> ), <i>Eriksen</i> . P.C. 5.6-80 (4.07) 01-04 (4.07)	I	3/3, L	1.1.	Bq 1 P-B	1023 964 957	Nrw	63	Glasgow	F; 3 comp; rp-car. 4.07.	61.00 200-0	10.50 34-6	6.40 21-0	.....	Dröbak	S.H. Haagen- sen	Chrt. 4.07											
✠	85	DINA, <i>Volthecker</i> . (5.06)	I	3/3, P	1.1.	Glt lat. bsc.	165 131 142	P-B	98	Martenshoek	A-F; 2 comp; G-E; p.F; rp-car.5.06.	30.14 98-11	7.24 23-9	2.80 9-2	.....	Groningen	Capt	Gng. 5.06											
✠	86	DINA, <i>Duut</i> . (10.05)	I	3/3, P	1.1.	Kff dy bsc	108 80 91	P-B	61	Waterhuizen	A-F; 2 comp; G-E; fd. plt; p.F; car.10.05.	26.69 87-7	5.84 19-2	2.31 7-7	.....	Groningen	G. Duut	Rd. 10.05											
✠	87	DINA, . . . . . (5.00) (3/3, G. 1.1.)	12	...	..	Glt	110 95	Sds	00	Sjötorp	P-C; ch.frg; (sal); sfb; rp-car.4.04.	24.64 80-10	6.58 21-7	2.62 8-7	.....	Solvesborg	H. Maknoff	Crth 04											
✠	88	DINA-JOANNA, <i>Wynstok</i> . (3.05)	I	3/3, A	1.1.	Glt bsc	180 146 155	P-B	05	Groningen	A; 2 comp; D.4 m; R. R.5m; 1p.A.	31.67 103-11	6.82 22-4	2.90 9-0	.....	Groningen	L. J. Koning	Hbg. 5.07											
✠	89	DIODENES, <i>Sorensen, P.</i> — - 03 (8.03)	16	3/3, P	1.1.	Glt	66 50 62	Dan	03	Svendborg	C-Ht.ch.frg; sfb; (sal).	22.60 74-2	6.15 20-2	2.17 7-2	.....	Svendborg	Capt (à Taasinge)	Svth. 7.06 c.v.7.06											
✠	90	DIONE, <i>Tellefsen</i> . (7.05) 88-04	I	3/3, L	1.1.	Bq 1 P-B	668 568 593	Nrw	77	Hamburg	F; 2 comp; p.S; rp. 94; car.9.07.	48.80 160-0	8.80 29-0	5.79 19-0	.....	Kristiania	Andreas Bredal Wessel	Av. 9.07											

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



DON

1	NAVIRES & CAPITAINES			CLASSIFICATION			TORNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	91	DIRECTOR, Reinberg. 01-01 (8.01)	11	3/3, G	1.1.	Glt	157 151	Rss	01	Paulshafen A. Andersen	P-C;ch.fr;(sal);sfb; rp 03;car.5.05.	26.52 87-0	6.70 22-0	3.55 11-8	.....	Paulshafen	W. Hübner	Lisb. 1.07
✠	92	DIRIGO, Goodwin. CLAYTON APP. (3.04)	I	3/3, A	1.1.	4 m 2 P-B	2004 2845	Amr	94 V.04	Bath (Me) Arthur Sewall & Co	A: 2 comp; D. 16m91; R.R 7m82; RA 7m11; 1 p.A;rp.07;car.4.07.	95.10 312-0	13.84 45-5	7.82 25-8	.....	Bath (Me)	Arthur Sewall & Co	S-F. 4.07
.	93	DITTON, Davis. (8.91)	I	—	—	3 m 2 P	2501 2693 2688	Ang	91	Milford J.K. Oswald & Co	A: 2 comp; D. 4m27; R. 18m29; RA 7m32; G. 10m97; 1pA&PP; 1pSp	94.79 311-0	12.87 42-3	7.80 25-7	64 67	Liverpool	Ship Ditton Co La (R. W. Leyland & Co)	Lvp. 91
.	94	DIVINA-BONTA, Petrucci. (2.95)	13-4	—	—	Ttn	48	Itl	64 O.95	Viareggio	C-P;ch.frg;sfb;rp; car.SS.3.95.	18.34 60-3	5.38 17-8	2.34 7-9	.....	Livorno	R. Lencioni (à Viareggio)	Lvn. 95
.	95	DOCEA, Johansen. (12.00)	12-5	—	—	Slp	79	Dan	84 O.00	Grimsby	C-Or;ch.m-fr;sfb; grp-car.SS.12.00.	21.64 71-0	5.79 19-0	2.14 7-0	.....	Thorshavn (Iles Farø)	O. Finsen	Hlsb 00
.	96	DOCTOR-T-DE-WITT-TALMA- GE, Shewan. (4.98)	13-8	—	—	Sk	85	Dan	87 O.98	Grimsby	C;ch.m;frg;(sal); sfb;SS.98.	23.91 78-5	6.30 20-8	3.18 10-5	.....	Reykjavik	Jon Vidalin	Hull 98 c.v. 98
✠	97	DØG, Olsen. (6.97) (3/3, Y.1.1.)	15	...	...	Yacht	10 9	Dan	97	Svendborg S. Weber	C-Ht-PP-Ml.ch.ev. frg.d.ft.cv.6.97.	11.25 37-0	3.45 11-4	1.78 5-10	.....	Aarhu	Funch Thomsen	Svdb 97
.	98	DOIS-AMIGOS (ex Mary-C. Stuart), Camacho, A. P. (5.03) 96-03 (3/3, A. 1.1.)	12-5	...	...	Glt	243	Ptg	90 O.03	Blue-Hill (Me)	C-PP-Or;ch.m.fr;rp; SS.03;d.ft-m.5.03.	30.25 99 3	9.25 30-4	3.12 10-3	.....	Brava (Cap Vert)	Capt & Co	Lisb. 03
✠	99	DOLLY (ex-Margaretha), Gewald. (12.03) — 04	15-4	5/6, G	1.1.	Glt	109 99	Alm	72 O.04	Faaborg R. Møller	C-Ht;ch.frg;sfb; car.SS.2.04.	26.08 85-5	6.08 19-11	3.06 10-0	.....	Harburg	Heinecke & Co	Hbg 04
✠	100	DOLLY, Johansson. A. 89-01 (3.01)	12	3/3, G	1.1.	Glt	128 100	Sds	01 O.07	Sodra-Garn J. Svensson	P-C;ch.frg;(sal); sfb;rp.07;car.3.07.	28.25 92-8	7.03 23-1	2.60 8-6	.....	Styrsö	Capt	Lyl. 3.07
.	101	DOLMEN, Jacquet. (4.99)	12-4	—	—	Glt	52 23	Frç	77 O.99	La Trinité Rio	C-Or.sfb;SS.90;p. n.99;rp-car.4.99.	16.90 55-5	5.89 19-4	2.21 7-3	.....	Règneville	J. Guérin	St-M99
✠	102	DOMINO, Jonneskindt. (2.05)	16	3/3, G A.&G.P.	1.1.	Dy	117 90	Frç	05	Dunkerque Sauvage	C-Or;ch.ev.frg; (sal);sfb.	26.53 87-1	6.96 22-10	3.22 10-7	.....	Dunkerque	Ch. Lemmens	Dk. 2.05
✠	103	DON-GUILHERME, Rouert. 92-05 (12.05)	12	3/3, L	1.1.	G3m	271 248	Brs	05	Oscarshamn L. Hultgren	P-C;ch.m-frg;(sal); d.ft-m.12.05.	36.30 119-2	7.66 21-10	3.64 11-11	.....	Itajahy	A. Asseburg	Got. 12.05
.	104	DON-QUIXOTE, ..... (12.89)	12-6	—	—	Bq 2 P	1173 1122 1078	Nrw	68 O.90	Medford J. T. Foster	C-PP;ch.m-fr;d.ft-m 8.90;SS.90;(sal)p.P&S	51.49 178 9	11.40 37-5	7.19 23-7	.....	Christiania	C. Zernichow	Lvp. 91
.	105	DONA-LUISA, Quellien. (8.06)	14-4	5/6, G	1.1.	Bq 1 P-B	272 217	Frç	71 O.06	Irvine	C-P-T;ch.m-frg; (sal);d.ft-m.1.02.	40.01 131-4	8.07 26-6	4.26 14-0	.....	Dunkerque	Capt	Grv. 8.06 c.v. 8.06

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY														
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECK																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																																
	DATE OF TERM												IN FEET AND INCHES																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19															
.	106	DOÑA-MARIA, <i>Carolla</i> . (1.96)	10	—	—	Glt	164	Brs	95	Fão	Ml-PP;ch.m-frg; d.ft-m.6.02.	30.27 99-4	7.64 25-2	3.14 10-4	.....	Rio-Gran-de-do-Sul	J.Rocha, C. de Meudonça & Co	Lisb.02															
+	107	DONIA, <i>Carlsson</i> . (10.99)	12	3/3, G	1.1.	G3m	$\frac{136}{116}$	Sds	99 O.06	Sodra-Garn <i>J. A. Svensson</i>	P-C.ch.frg;(sal); sfb;car.3.06.	26.52 87-0	7.00 23-0	2.62 8-7	.....	Donsö	Alex. Carlsson	Got. 3.06 c.v.04															
.	108	DORA, <i>Trüper, Th.</i> (9.92)	12-7	—	—	EvKndv	$\frac{87}{70}$	Alm	87 O.92	Hammelwarden <i>K. Lühring</i>	C-Ht-PP.ch.frg. sfb;p.S;car.9.92.	19.30 63-4	6.13 20-1	2.50 8-2	.....	Brake	Capt	Wes.92															
+	109	DORA ( <i>ex-Richard-Rickmers</i> ), <i>Kommus</i> . (9.02) 93-07	16-6	3/3, A	1.1.	Bq 2 P-B	$\frac{1399}{1328}$ 1297	Rss	81 O.02	Geestemünde <i>R. C. Rickmers</i>	C-Ht-PP;ch.m-frg;(sal) d.ft-m.9.02;rp.SS.02.	61.50 201-10	11.40 37-4	7.67 25-3	.....	Oesel	J. Teär	Wes. 6.07 c.v.04															
+	110	DORA, <i>Markson</i> . (6.05) 99-05	11	3/3, G	1.1.	Glt	$\frac{133}{106}$	Rss	05	Orrenhof <i>P. Ahbol</i>	P;ch.fr;(sal);sfb; p.P;car.4.07.	25.55 83-10	7.16 23-6	3.02 9-11	.....	Riga	Chr. Markson	N.C. 4.07															
.	111	DORA, <i>Ingelsson, N.</i> (11.06)	10	3/3, P	1.1.	Gls	$\frac{41}{28}$	Sds	06	Linhamn <i>Linham's Bat Warf</i>	C-Ht-P;ch.frg; (sal);sfb.	17.80 58-5	5.34 17-6	2.07 6-10	.....	Linhamn	Capt	Got. 11.06															
+	112	DORADE ( <i>ex-Julio-Teodoro</i> ), <i>Jensen</i> . (1.06) 92-98	11	3/3, L	1.1.	Bq 2 P	$\frac{1251}{1170}$	Alm	86 V.06	Flensburg <i>Flensburger Schiffbau-Gesellschaft</i>	F; 3 comp;P.14m53;R N9m85;p.S;rp-car. 12.05.	71.62 235-0	10.90 35-10	6.43 21-1	.....	Hamburg	Ed.Holtzapfel	Hbg 1.06															
+	113	DORANE, <i>Bergström</i> . (7.04) 89-06	16-6	—	—	Bk 1 P-B	$\frac{313}{299}$ 271	Sds	83 O.04	Nordby <i>S. Abrahamsen</i>	C-Ht-PP.ch.m-frg. (sal);d.ft-m.8.04;SS. 04;rp.07.	36.73 120-6	7.65 25-1	4.27 14-0	.....	Rönneby	Gustav Seeg-bahn	Hbg 5.07 c.v.1.07															
.	114	DORIS, <i>Chidgey</i> . (1.04)	14-4	3/3, G	1.1.	Glt	$\frac{99}{78}$ 98	Ang	80 O.01	Salcombe	C-PP;ch.m-frg;sfb; SS.98;rp-car.5.01.	24.38 80-0	6.23 20-5	2.89 9-6	$\frac{18}{21}$	Bridge-water	E. Hamblin	Flm. 2.07															
+	115	DORIS, <i>Kobke</i> . (5.06) 00-04	16-4	3/3, G	1.1.	Glt	$\frac{170}{146}$ 160	Dan	84 O.06	Thurö <i>J. Ph.Jørgensen</i>	C-Ht.ch.m-frg(sal); sfb;SS.99;rp-car.6.06.	31.40 103-0	6.70 22-0	3.45 11-4	.....	Svendborg	H. J. Jensen (à Thurö)	Svdb. 6.06															
.	116	DORIT ( <i>ex-Irbia</i> ), <i>Olsen</i> . —-03 (12.02)	9-3	—	—	G3m	$\frac{237}{217}$ 214	Nrw	92 O.01	Gross-Irben <i>P. Tum</i>	C-P;ch. fr;sfb;grp-car.SS.1.02.	33.35 109-5	8.84 29-0	3.71 12-2	=====	Tönsberg	H. F. Ren-ström	Gleg. 5.05															
+	117	DOROTHEA, <i>Jansen</i> . (6.04)	11	3/3, L	1.1.	3 m 1 P-B	$\frac{1083}{962}$ 933	Rss	70 V.04	Hamburg <i>Reiherst. Schiffsw.</i>	F;2 comp;p.PP.94; rp.02;car.7.07.	56.40 185-0	10.00 33-0	6.34 20-10	$\frac{48}{52}$	Lovisa	N. Taranoff	Lvp. 7.07															
.	118	DOROTHEA, <i>Müller</i> . 92-03 (10.04)	9-3	—	—	Glt	$\frac{130}{123}$	Rss	86 O.05	Uggenzeem <i>Sarring</i>	P-C.ch.fr.sfb.G-Ejre. 99;SS.9.05;rp-car.5.06.	22.96 75-4	6.75 22-2	2.85 9-4	.....	Riga	C. Seeberg	Riga 5.06															
+	119	DORTHEA, <i>Christensen</i> . 93-95 (8.04)	16-3	3/3, A	1.1.	B-G	$\frac{215}{196}$ 201	Dan	83 O.04	Svendborg <i>J. R. Andersen</i>	C-Ht-PP.ch.m.frg;d. (sal);p.P.98;rp.SS.99; d.ft-m.5.03.	32.83 107 9	7 15 23 6	3.58 11 9	.....	Marstal	H.Christensen	Svdc. 1.07															
+	120	DORTHEA, <i>Grønne</i> . (6.07) <i>Moteur aux.</i> 07-07	15	3/3, P	1.1.	Gls	$\frac{29}{7}$ 28	Dan	07	Esbjerg <i>S. Abrahamsen</i>	C-Ht;ch.frg(sal); hcl;sfb;p.PP.	14.02 46 0	4.37 14-1	2.08 6 10	.....	Esbjerg	D. Lauritzen	Vjl. 6.07															

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article of the Rules.

## DUE

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE PORTS	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIEAUX — DOUILLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANG — EAU SABIE H.A.N. — pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE										
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																								
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																												
	DATE DU TERME																												
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19												
✠	121	DORTHEA, Brunfeld. (9.90)	13-6	—	—	Glt	126 108	Rss	69 O.90	Fanø J. T. Hansen	C:ch.frg;sfb;p.n.90; SS.90;grp.92;rp-car.7.94	25.80 84-8	6.00 19-8	2.77 9-10	.....	Riga	K. A. Zeverg	Cph.94											
.	122	DOROTHY-WATSON, Clancey (8.07)	12-5	5/6, G	1.1.	G3m	95 75	Ang	81 O.07	Blyth Union Co-operative S.B. Co	C-Or-PP;ch.frg; (sal);sfb;rp-car.7.07.	26.24 86-7	6.42 21-1	2.76 9-1	17 20	Morpeth	J. E. Cutter	Fim 7.07											
.	123	DOS-AMIGOS, Perez. (9.01)	13-3	—	—	Bq 1 P-B	380 361	Esp	66 O.01	Angleterre	C-T;ch.m-frg;d.ft- m;SS.95;p.n.01;rp.01.	38.80 127-4	7.95 26-2	5.10 16-9	.....	Malaga	E. Colomer & V. Marti	Vigo01											
.	124	DOS-DE-MAYO, Ferrer. (6.99)	12-3	—	—	B-G	281 220	Esp	67 O.99	Masnou	C-Ml;ch.m-frg;d.m- 6.99;rp.SS.99.	30.68 100-8	7.70 25-4	4.13 13-5	.....	Barcelone	Capt	Bré. 99											
.	125	DOUKISSA-DIS-SPARTIS (ex- Ida-P.), Papalas. (9.99)	13-5	—	—	Bq 1 P-B	671 649 639	Gre	73 O.99	Sestri-Po- nente	C-PP;ch.m-fr.d.ft- m.3.98;rp.98.	47.25 155-0	9.45 31-0	5.80 19-0	.....	Le Pirée	D. Giorgulos & C.N. Papalas	Smn.03											
✠	126	DOVRE (ex-Lizzie-Wright), Larsen. (11.05)	11-4	5/6, A	1.1.	Bq 1 P-B	862 798 801	Nrw	72 O.05	Rockland (N-B) R. A. Chapman	Sp-B-C;ch.m-fr;(sal); rp.SS.05;d.ft-m.11.05.	53.77 176-5	10.80 35-4	6.33 20-9	.....	Porsgrund	Leif Gunder- sen & Co	Ch.t. 11.05											
.	127	DREI-GEBRÜDER, Schoon, L. J. (4.92)	11-5	—	—	Kff dv 4m	31 26	Alm	83 O.92	Bollingen Janssen	C-Ht.sfb;p.S;rp- car.3.95.	16.5 54-0	3.9 12-9	1.60 5-3	.....	Holtermoor	Capt	Ppb.95											
✠	128	DRIE-BROEDERS, Suk.(6.03)	I	3/3, G A. & C.P.	1.1.	Glt dv bsc	153 122 122	P.B	03	Delfzijl Niestern & Co	A;2 comp;1 D.12m66; R. 8m77.	30.59 100-4	6.81 22-4	2.45 8-0	.....	Groningen	Capt	Card03											
✠	129	DRONNING-LOUISE, Lauritsen. (3.04)	16-3	—	—	3mG	209 178 195	Dan	79 re.98	Marstal J. J. Bager	C-Ht-PP;ch.frg.sfb; (sal);p.P.98;re.SS.98; car.3.04.	33.21 109-0	7.82 25-8	3.64 11-11	.....	Marstal	H.C.Christen- sen	Svd04											
✠	130	DROTT, Johansson. (6.05)	14	3/3, G	1.1.	G3m	74 59	Sds	05	Pukavik C. Johansson	C-P;ch.frg;(sal); sfb.	23.16 76-0	6.38 20-11	1.93 6-4	.....	Ahus	Andersson & Flood	Gth. 6.05											
✠	131	DSENNIS, Leetkain. (8.04) 90-04	12	3/3, G	1.1.	G3m	297 248	Rss	04	Kurbis M. Mangius	P-C;ch.frg;(sal); sfb;car.3.07.	35.36 116-0	8.23 27-0	4.22 13-10	.....	Riga	G. Grass	Lvp. 3.07											
.	132	DSIMTENE, Legsdin. (9.99) 83-04	9	3/3, G	1.1.	Glt	112 107 101	Rss	99 O.04	Wandsen J. Wilns	P-C;ch.fr;(sal);sfb; rp-car.5.05.	23.47 77-0	6.50 21-4	3.05 10-0	.....	Riga	Gebruder Legs- din & J. Indrik- sohn	Rvl 5.05											
✠	133	DUC-D'AUMALE, Benoit. P. C. 8-114 (10.06)	I	3/3, L A. & C.P.	1.1.	Bq 1 P+8p	2188 1944 1950	Frç	01 V.05	Nantes Chantiers Nantais	A;2 comp;D.16m50;R. 7m50 & 12m60;G.12m; rp.06;car.9.07.	84.44 277-1	12.31 40-5	6.87 22-6	56 1/2 59 1/2	Nantes	Cie Maritime Française	Rd. 9.07											
.	134	DUCHESS, Carter, S. (1.06)	13-5	5/6, G	1.1.	Glt	110 86	Ang	78 O.06	Connah's Quay Sam Owen	C-Or-PP;ch.m-frg; sfb;rp-car.1.06.	26.10 85-5	6.89 22-7	3.15 10-4	17 1/2 20 1/2	Chester	Capt	Fim. 1.06											
.	135	DUE-CUGINI (ex-Paul-Barbe), Mortola. (12.97)	12-3	—	—	Bq 1 P-B	1295 1258	Itl	83 O.97	Savone	C-PP;ch.m-frg;d. ft-m.6.97;rp.92.	62.69 205-9	11.70 38-5	7.68 25-3	.....	Gênes	Adèle Bozzo & Capt	Card98 c.v.98											

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD (SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS														
	1	2	3																	4
• 136	DUE-FRATELLI-LOFARO, <i>Lofaro</i> . (8.00) (3/3, A.1.1.)	13	...	..	G3m 1 P-B	256 339 317	Itl	00	Torre-del- Greco	C-P; ch.m-frg;d.ft- m.11.04;rp.04.	38.79 130-7	8.55 28-0	4.85 15-11	.....	Naples	F. Lofaro (Torre-del-Greco)	Npl. 04			
✠ 137	DUGUAY ( <i>ex-Duguay-Trouin</i> ), <i>Wilhelmsson</i> . (10.00)	16-1	—	—	Bq 1 P-B	287 374	Rss	73 0.98	St-Malo	C-Or;ch.m;(sal);rp SS.98;d.ft-m.6.98.	39.00 128-0	8.30 27-3	4.50 14-9	.....	Mariehamn	E. E. Sjölund	Card 00			
✠ 138	DUGUAY-TROUIN, <i>Leclerc</i> . P.C. 6-85 (7.06) (2.06)	II	3/3, L	1.1.	3 m 1 P+Rp	257 1932 2157	Frç	02 V.06	Bordeaux <i>Chantiers Mari- times</i>	A;2 comp; D. 20m; R. 12m60; G. 21m;rp. 06; car.8.07.	86.11 282-8	13.39 44-0	6.93 22-8	55 1/2 58 1/2	Rouen	Sté Bretonne de Navigation	Hv. 8.07			
✠ 139	DUGUAY-TROUIN, <i>Decaux</i> . (3/3, L.1.1.) 01-04 (12.96)	16	...	..	3 m	321 252	Frç	96	St-Malo <i>Gautier fils</i>	C-Or;ch.m-f;g;p. PP. 04;(sal);d.ft-m.12.05; rp.05.	40.03 133-7	8.58 28-2	3.99 13-2	.....	Fécamp	G. Vasse	Nt. 12.05			
✠ 140	DUIS ( <i>ex-Chaland-D.</i> ), ..... (6.00)	II	—	—	—	282 268	Arg	00	Harburg <i>G. Renck Jr</i>	A; 3 comp.	43.00 150-11	8.75 28-8	2.02 6-8	.....	Buenos- Ayres	Nicolas Mihanovich	B-A. 01			
✠ 141	DUMFRIESSHIRE, <i>Swinton</i> . (1.90)	II	—	—	4 m 2 P	2565 2483 2453	Ang	89	Port-Glasgow <i>Russell &amp; Co</i>	A;2 comp;R. 17m07;R. A.7m31;G.8m53;1p.A; 1 p.P.	95.60 313-8	12.83 42-1	7.47 24-6	.....	Glasgow	Wm Law & Co	Glsq 90			
• 142	DUNDARG, <i>Avery</i> . (12.97)	12-3	—	—	Glt	145 118	Ang	75 0.98	Fraserburgh	C-Or;ch.m.frg;sfb; (sal);rp-car.SS.6.95.	29.38 96.5	7.19 23.7	3.23 10.7	.....	Padstow	W. C. Philips (St Austell)	Flm.98 c.v. 98			
✠ 143	DUNKERQUE, <i>Morfonace</i> . (12.96)	II	—	—	4 m	323 3511 2798	Frç	96	Rouen <i>Laporte &amp; Co</i>	A;2comp;D.24m40; G.16m56;1 p.A;1 p.PP.	99.94 327-11	13.93 45-9	7.78 25-6	.....	Dunkerque	A. D. Bordes & fils	Rn 96			
✠ 144	DUNKERQUOISE, <i>Wallyn</i> . (2.99)	16	3/3, G	1.1.	Glt	127 103	Frç	99 0.07	Dunkerque <i>L. Cornemusc</i>	C-Or;ch.cv-frg; sal;sfb;rp-car.2.05.	30.26 99-4	6.72 22-0	3.36 11-0	.....	Dunkerque	Vancanwen- berghs-Lemaire	Dk. 3.07 c.v. 3.07			
• 145	DUPERRÉ, <i>Le Berrigaud</i> . (10.01)	12-4	—	—	Chl	58 26	Frç	88 0.01	La Rochelle	C-Or;ch.fr;sfb;rp- car.SS.10.01.	15.50 50-10	5.80 19-0	2.65 8-8	.....	La Rochelle	Le Berrigaud	L-R. 01			
✠ 146	DUPELIX, <i>Lemerle</i> . (7.04) P.C. 5.6-80 (6.06) 00-02	II	3/3, L	1.1.	Bq 1 P+Rp	2206 1938	Frç	00 V.05	St-Nazaire <i>Chantiers de la Loire</i>	A;2comp;D.17m;R.R. 6m35; R.A. 12m65; G. 11m80; 1 p.A;rp car.6.06	85.06 279-2	12.35 40-6	6.93 22-9	58 61	Nantes	Sté des Arma- teurs Nantais	Card. 6.06			
• 147	DUPUYTREN, <i>Dagorn</i> . 92-99 (10.06)	8-2	3/3, G	1.1.	Dy	104 74	Frç	92 0.04	Fécamp <i>E. Capon</i>	C-Or-S.ch.m-frg. sfb;car.4.04.	23.20 7-60	6.25 17-3	3.33 10-11	.....	Perros	Capt	Brst 6.06 c.v. 6.06			
• 148	DUQUE-DE-SALDANHA, <i>Ré</i> . (10.03) 83-03	10	3/3, A	1.1.	Glt	151	Plg	03	Fco	P-C-Ml;ch.m-frg; d.ft-m.10.04.	26.09 85-8	7.60 24-11	3.22 10-7	.....	Oporto	Francisco Soares & Co	Lsb. 04			
✠ 149	DUQUESNE, <i>Rozé</i> . (4.05) P.C. 6-85 (4.05)	II	3/3, L	1.1.	3 m 1 P+Rp	326 1926 1509	Frç	01 V.05	Nantes <i>Chantiers de la Loire</i>	A;2comp;D.17m50;R. 6m50&17m90;G.14m15 car.11.06.	84.31 276-8	12.29 40-4	6.87 22-6	57 1/2 60 1/2	Nantes	Cie Maritime Française	Hull 11.06			
• 150	DUQUESNE ( <i>ex-Sinquasi</i> ), <i>Marc</i> . (12.94)	14-5	—	—	Bq 1 P-B	416 354 381	Frç	75 0.95	Londres	T-C-PP;ch.cv-frg;d.ft- m.3.97;SS.89;rp.97;p.n. 93.	43.17 141-8	8.57 28-1	4.45 14-7	.....	Fécamp	Le Borgne frères	Hv. 97			

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



DUV

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD — EAU SALES H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE			
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net				DOUBLAGE	RÉPARATIONS								EN MÈTRES		
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																					EN PIEDS ET POUCES		
	DATE DU TERME																							
	1	2	3																			4	5	6
.	151	DUQUESNE, Boulet. (6.99)	12-4	—	—	Slp	25	Frç	91	Cayeux	C;ch.frg;sfb;rp-car.5.99.	15.30 50-2	5.81 19-1	2.29 7-6	.....	Le Havre	A. Lasnier	Hv. 99						
.	152	DUSTY-MILLER, Bertelsen. (12.97)	10-1	—	—	Bq 1P-B	612 375 549	Nrw	62	St-John(N-B)	Hk-B-C.ch.m-fr.souff. pr.d.ft-m.3.92;rp.SS.92; (sal).	13.45 142-6	9.90 32-4	5.94 19-6	==	Christiania	O. M. Halvor- sen	Lvp. 98						
✠	153	DUVAN (ex-Duen), Karlsson. I. G. (5.99)	46	3/3, G	1.1.	Glt	71 58	Sds	99	Marstal N. J. Jensen	C-Ht;ch.frg;(sal); sfb;car.7.03.	24.04 78-10	6.00 19-8	2.35 7 9	.....	Lysekil	Capt	Hsh. 8.07						

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3		4	5													
.	1	E.-A.-O'BRIEN, <i>Slawenwhite</i> (7.02)	12-6	3/3, A	1.1.	Bq 1 P-B	1089 1038	Ang	91 O.02	Noël (N-S) <i>Os. O'Brien</i>	C-B-Sp.ch.m-frg; (sal)d.ft-m. 12.05;SS. 02;rp.06.	56.69 186-0	11.27 37-0	6.40 21-0	52 ½ 57	Maitland (N-S)	Osm. O'Brien & Co	Brb. 9.07	
+	2	E.-B.-SUTTON, <i>Butman</i> . (4.05)	13-3	3/3, A	1.1.	3 m 2 P-B	1826 1639 1758	Amr	81 O.05	Bath (M*) <i>J. F. Chapman</i>	C-PP;ch.m-frg;(sal); d.m.7.04;SS.05.	69.43 227-10	14.66 48-1	7.80 25-70	.....	New-York	I.F.Chapman & Co	N-Y. 5.06 c.v.5.06	
.	3	E.-IPAPANTI (ex-Athanasios), <i>Stamati</i> . (2.99)	12-3	—	—	3mG 1 P-B	414	Trc	79 O.99	Gênes	C-PP;ch.m-frg;d.m. 6.96;SS.98.	41.00 134-5	8.90 29-2	6.50 21-4	.....	Constanti- nople	Evangilo Koutos	Cnst.99	
+	4	E.-J.-SPICER, <i>Pettersen</i> . (7.02)	12-3	—	—	Bq 1 P-B	1361 1255 1220	Nrw	80 O.02	Spencer's Isl. (N-S) <i>Loomer &amp; Bigelow</i>	B-Sp-C-PP.ch.m fr. (sal);rp.SS.02;d.ft-m. 5.05.	62.02 203-6	12.11 39-9	7.25 23-10	==	Stavanger	Birger Berg	B-A. 4.07	
.	5	E.-S.-HOCKEN, <i>Martyn</i> . (9.04)	14-6	5/6, G	1.1.	G3m 1 P-B	296 249 275	Ang	79 O.02	Polruan <i>Slade &amp; Sons</i>	C-Or-Gr-PP;ch.m-frg; (sal);SS.92;d.ft-m.9.04; p.n.00;grp.06.	38.46 126-2	7.93 26-0	4.24 13-11	.....	Fowey	J. E. Hocken	Fim. 9.06 c.v.9.06	
.	6	E.-W.-STETSON, <i>Weber</i> . (8.92)	12-1	—	—	Bq 2 P	1141 1084	Amr	62 O.89	Damariscotta <i>Stetson Bros</i>	C-PP.ch.m-fr;(sal);grp. SS.83;d.ft-m.1.89;rp.89.	52.77 173-2	11.65 38-2	7.20 23-8	.....	New-York	Burley Drydock Co	N-Y.92 c.v.92	
+	7	EARL-OF-ABERDEEN, <i>Publicover</i> . (10.05)	12-2	—	—	G3m	435 416 416	Ang	94 O.06	Parsboro' (N- S) <i>D.S. Howard</i>	Sp-B-Ht-C;ch.m- frg;(sal);rp.03;sfb;rp- car.11.06.	47.17 154-9	10.74 35-3	3.86 12-8	.....	Parsboro' (N-S)	C. C. Langille	N-S. 11.06	
+	8	EBBA, <i>Ohlsson</i> . (10.01) (3/3, A. 1.1.)	12-7	...	...	B-G	194 179	Sds	91 O.01	Bufvenäs <i>J. H. Seidén</i>	P-C.ch.m-frg;(sal); SS.01;d.ft-m.10.01;rp. 03.	30.30 99-5	7.10 23-4	3.56 11-8	.....	Bufvenäs	J. H. Seldén	Got. 03	
+	9	EBBA, <i>Bruce</i> . (6.99) 80-04 (3/3, G. 1.1.)	12	...	...	Glt	114 102	Sds	99	Oskarshamn <i>C. Thorén</i>	P-C;ch.m-frg;(sal); sfb;rp.04.	21.54 70-8	6.53 21-5	2.89 9-6	.....	Brantevik	N.Mårtensson	Got. 04 c.v.04	
+	10	EBENEZER, <i>Rasmussen</i> . 76-05 (4.05)	16	3/3, G	1.1.	3mG	181 154 172	Dan	05	Thurö <i>J. Ph. Jørgensen</i>	C-Ht;ch.frg;(sal); sfb;p.P.	32.21 105-8	7.57 24-10	3.52 11-7	.....	Svendborg	J. Ph. Jørgensen (a Thurö)	Svdb. 3.07	
.	11	EBEN-HAEZER, <i>de Jong, G.</i> (7.07)	I	3/3, I	1.1.	2m bsc. dv.	216 194	P-B	01 V.07	Slikkerveer <i>W. Schram</i>	A-F; 5 comp; G-E. fd. plt;car.7.07.	37.56 123-3	6.34 20-10	2.30 7-7	.....	Rotterdam	Capt	Av. 7.07	
.	12	EBENHAEZER, <i>Dories, H.</i> (4.04)	I	3/3, P	1.1.	Tk. dv. bsc	80 70 78	P-B	03	Stadskanaal <i>Holtman</i>	A;2 comp; G-E; fd. plt; R.3m25; car.4.06.	24.93 81-10	5.00 16-5	2.10 6-11	.....	Groningen	Capt	Gng. 4.06	
+	13	EBET, <i>Moritzon</i> . (4.05)	12	3/3, A	1.1.	G3m	132 118	Sds	05	Oskarshamn <i>C. Thorén</i>	P-C;ch.frg;(sal); sfb.	28.69 94-2	6.45 21-2	2.70 8-10	.....	Malmö	Klagstorps Kalk- broth Aktie- bolag	Kiel 3.06 c.v.3.06	
+	14	EBON, <i>Schwarting</i> . (12.99) (3/3, G. 1.1.)	14	...	...	Glt	35 33	Alm	99	Benicia <i>M. Turner</i>	P;ch.m-frg;d.ft-m. 12.99.	18.29 60-0	5.43 17-10	1.83 6-0	.....	Hamburg	Jaluit Gesell- schaft	S-F. 99	
.	15	ECATERINI, <i>Giurgas</i> . (5.94)	12-3	—	—	Bk 1 P-B	387	Gre	74 O.91	Syra	C-P;ch.cv-frg;d.ft- m.4.91;rp.SS.91.	37.4 122-9	8.0 26-3	5.00 16-5	.....	Syra	Giurgas frères	Cnst.94 c.v.94	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## EDN

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. — en pouces	PORT D'ARMEMENT	ARMATEURS	DÉNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION ET TERME	COTE	GRÈGEMENT NOMBRE DE PONT	Brut — Net — Sous le pont	DOUBLAGE — RÉPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3										4	5							
✠	16	ECATERINI, Curiello. (2.91)	12	--	--	B-G 1 P-B	235	Gre	91	Syra A. Livadaros	C-Ml-P.ch.m-frg; sfb;p.P.	32.00 105-0	7.47 24-7	4.42 14-6	.....	Syra	G. Camillo	Syra 91		
✠	17	ECLAIR, Clouet. (5.92)	16	3/3, G	1.1.	Glt	145 115	Frç	92 O.01	La Richardais L. Tranchemer	C-Or.ch.frg.(sal); sfb;car.12.00.	31.06 101-11	7.08 23-3	3.46 11-4	.....	St-Servan	F. Lechartier	St-M. 3.07 c.v. 3.07		
✠	18	ECLAIR, Hubert. — - 03 (2.03)	16	3/3, G	1.1.	Glt	109 83	Frç	03	Dunkerque Ecolin	C-Or;ch.m-frg; (sal);sfb.	27.53 90-4	6.88 22-7	3.17 10-5	.....	Dunkerque	Hecquet-Van Rapenbusche.	Ok. 2.06 c.v.1.06		
✠	19	ECLIPSE, Petersen. (12.93)	15-6	--	--	3 m 2 P	1545 1469	Amr	78 O.94	Bath (Me) Goss & Sawyer	C-Hk-PP.ch.m-frg; (sal);d.ft-m.10.99;rp.99; SS.94.	67.58 221-9	12.30 40-3	7.41 24-3	.....	San-Fran- cisco	J. C. Eschen	Syd. 99		
.	20	ECLIPSE, Tanguy. (4.91)	10	--	--	Slp	21	Frç	91 O.96	Paimpol L. Laboureur	C-Or;ch.cv-fr;sfb; S.A;p.S;car.6.95.	12.50 41-0	4.50 14-9	2.10 6-11	.....	Lannion	Henri Morvan	Pmp 98 c.v. 96		
.	21	ECLIPTIC, Eriksson.(12.89)	8-4	--	--	G3m 1 P-B	329 306	Sds	71 O.89	Orrenhof A. Ferle	S-C.sfb;grp-car.SS. 12.89	34.68 113-10	7.97 26-2	4.11 13-6	.....	Östham- mar	M. Lundqvist	Bx 89		
✠	22	EDELWEISS, Thomas.(8.05) 03 - 05	15	3/3, G	1.1.	Glt	192 138	Frç	05	La Richardais L. Tranchemer	C-Or;ch.frg;sfb.	33.30 109-3	7.56 24-10	3.70 12-2	.....	Binic	Paul Galerne	St-M. 8.05		
✠	23	EDEN, Petersen. (1.06) 00 - 00	16-4	3/3, G	1.1.	G3m	228 201 217	Dan	84 O.06	Svendborg P. Troensegaard	C-Ht;ch.frg.(sal); sfb;SS.09;rp-car.3.06.	34.00 111-7	7.25 23-10	3.80 12-5	.....	Marstal	J. H. Petersen	Svdb. 3.06		
.	24	EDEN, Bahrsch. (5.06) 86 - 06	9-3	3/3, G	1.1.	Glt	142 125	Rss	05	Margrafen Muzneck	P-C;ch.fr;(sal);sfb.	26.31 86-4	7.46 24-6	3.25 10-8	.....	Riga	M. Bahrsch	Riga 5.06		
✠	25	EDINBURGH, Mari. (12.95)	13-1	--	--	Bq 1 P-B	1336 1290 1227	Itl	83 O.90	Quebec W. Charland	Hk-C-Or-B-P.ch.m-fr. (sal);p.P;rp 95;d.ft-m. 1.35.	62.03 203-6	11.75 38-7	7.32 24-0	.....	Gênes	B. Mortola	Mob. 97		
✠	26	EDITH (ex-Jacob), Olsen. (11.92)	10-3	--	--	B-G	245 226 223	Nrw	82 O.92	Bastholmen	S-C.ch.m-frg.(sal); d.ft-m.10.92;rp.SS.92	32.7 107-4	7.7 25-3	3.93 12-11	.....	Tvede- strand	A. E. Olsen	Ardl 92		
.	27	EDMOND-RENÉ-DÉSIRÉ, ex-Angela, Créquer. (5.04) 92 - 03	15-3	3/3, G	1.1.	B-G	169 147 152	Frç	85 O.04	Grossefehn	C-Ht-PP.ch.m-frg; (sal);sfb;car.SS.5.04; rp.05.	29.70 97-6	7.00 23-0	3.21 10-6	18 1/2 21 1/2	St-Gilles s/Vic	E. Douct	Brst 10.05 c.v.10.05		
✠	28	EDMOND-ROSTAND, Rioual. P. C. 6-85 (5.06) 04 - 04 (11.04)	1	3/3, L	1.1.	Bq A.&C.F. 1 P+B	2203 1951	Frç	00 V.04	St-Nazaire Chantiers de la Loire	A; 2 comp; D. 17m; R. R.6m35; R.N.12m65; G.11m80;car.5.06;rp.02.	85.78 281-6	12.24 40-2	6.93 22-9	56 1/2 59 1/2	Nantes	Norbert & Claude Guillon	Hull 5.06		
✠	29	EDMUND, Nielsen, N. H. 98 - 06 (10.03)	14-6	3/3, P	1.1.	Gls	40 36	Dan	90 O.03	Ribnitz J. H. Wilken	C-Ht.ch.frg;sfb; grp-car.SS.10.03.	15.5 51-0	4.9 16-0	2.08 6-10	.....	Marstal	Capt	Kngb. 6.06		
✠	30	EDNA-M. SMITH, Rice.(11.03) — - 03	12	3/3, A	1.1.	Bq A.&C.P. 2 P	816 736 727	Ang	03	Harvey Bank (N-B)	Sp-B-PP;ch.m-fr;(sal); d.ft-m.9.06;rp.06.	50.26 164-11	10.69 35-1	5.49 18-0	.....	St-John (N-B)	J. Nelson Smith, L. Coverdale & Co	Lvp. 9.06		

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FIRE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
.	31	EDOUARD, Jouan. (7.98)	11-2	—	—	Slp	44	Frç	71 0.98	Nantes	C;ch.frg;sfb;rp-car. 4.98.	14.60 48-0	4.98 16-4	2.30 7-7	.....	Groix	J. Bandé (à Pont-Aven)	B-I. 98														
+	32	EDOUARD-DETAILLE, P.C. 6-86 (7.05) Lechvien. (3.05) 98-07	I	3/3, I.	1.1.	Bq 1P+8p	2185 1919	Frç	01 V.05	Nantes Chantiers de la Loire	A; 2 comp; D. 17m; R. 6m56 & 12m70; G. 11m80;rp-car.9.07.	84.31 276-8	12.29 40-4	6.87 22-6	56 ½ 59 ½	Nantes	Norbert & Claude Guillon	Card. 9.07														
+	33	EDSKE-SMIT, Andersen. 87-02 (8.07)	I	3/3, P	1.1.	G3m	215 191 205	Dan	96 V.07	Westerbroek E.J.Smit & Zoon	A-F; 2 comp;fd.plt. 1 p.F;car.8.07;rp.07.	36.99 121-5	7.44 24-6	2.86 9-5	.....	Nykjœbing (Jylland)	A.P. Rasmus- sen	Cph. 8.07														
+	34	EDUARD, Schade. (11.06)	I	3/3, I.	1.1.	G3m	474 416	Alm	98 V.06	Lubeck Henry Koch	A; ½ D; p.P;car.10.06.	46.06 151-0	8.39 27-6	3.76 12-4	.....	Bremen	Seetzen Ge- brüder	Hbg 11.06														
+	35	EDVARD, Rasmussen, L. H. 70-70 (5.06)	16-2	5/6, G	1.1.	Glt	94 85 92	Dan	70 O.02	Svendborg J. R. Andersen	C-Ht;ch.frg;sfb;grp.78; SS. 84; p.P.94; SS. 96; car.5.03;rp.00.	23.9 78-5	6.1 20-0	2.83 9-4	.....	Svendborg	Capt (à Thurø)	Svob. 4.06 c.v. 4.06														
+	36	EDVIDGE, Ferro. (7.01)	13-2	—	—	Glt	251 238	Arg	76 O.98	Fiume Fm Schiavoni	C-Ht-PP;ch.m-fr;g.p. n.98 grp 98;d.ft-z.1.98.	36.50 119-10	9.20 30-2	3.10 10-2	.....	Buenos- Aires	Carmelo Baca	B-A. 01														
.	37	EDWARD (ex-Competitor), Sporsen, A. J. C. (9.00)	13-2	—	—	Bq 2 P	654 665 717	Sds	53 re.76 O.06	Medford (Mass)	C-PP;ch.m-fr;p.P.69; grp.83;SS.88;rp-car. 11.00.	50.47 165-7	10.20 33-6	6.33 20-9	.....	Kalmar	Capt	Oscho00														
+	38	EDWARD-MAY, Hansen. (8.04)	13-3	—	—	Bq 2 P	928 860	Amr	74 O.04	East-Boston Smith & Town- send	C-PP-Hk.ch.m-fr.(sal); d.ft-m.9.03;rp.01;SS.99.	51.61 169-4	10.81 35-6	6.51 21-4	.....	San-Fran- cisco	Alexander & Baldwin	S-F. 04 c.v.04														
.	39	EDWARD-PERCY, Larsen. 00-04 (11.03)	I	3/3, I.	1.1.	Bq 1 P-B	917 842 857	Nrw	61 111304	Birkenhead Laird Bros	F; 3 comp;R.N.9m14; R.A.11m12;p.n.01; car.8.06.	55.95 183-7	9.44 31 0	6.33 20-9	.....	Stavanger	Thomas Berg	Card. 8.06														
+	40	EDWARD-SEWALL, Quick. CLAYTON APP. (4.04)	I	3/3, A	1.1.	4 m Bq 2 P	3206 2916	Amr	99 V.04	Bath (Me) A. Sewall & Co	A; 3 comp; 2 p. A; car.4.04.	101.19 332-0	13.80 45-3	7.75 25-5	.....	Bath (Me)	Arthur Sewall & C°	S-F. 04														
+	41	EDWARD-T-STOTESBURY, Meech.(10.00) (3/3, G.1.1.)	13	...	...	G4m	1446 1277	Amr	00	Bucksport (Me) McKay & Dix	C-PP-Sp-B;ch.m- fr;g(sal);sfb.	68.60 225-0	12.60 41-4	6.70 22-0	.....	New-York	F. R. Eaton	Mob.01														
.	42	EFTERPI, Girecuzzi.(11.98)	13-3	—	—	Bq 1 P-B	415	Grc	77 O.99	Syra	C-P;ch.ev-fr;g;d.ft- m.11.95;grp.95;rp.99.	38.00 124-8	8.80 28-10	5.60 18-4	.....	Syra	Perieli Picou- lis	Cnst 99 c.v. 99														
+	43	ÉGALITÉ, Rio. (1.06)	14-3	5/6, G	1.1.	B-G	189 166	Frç	76 O.06	Nantes E. Clergeau	C.ch.frg.SS.89;grp. 94;p.n. 06;rp car.1.06.	27.77 91-2	7.10 23-4	3.49 11-6	.....	Vannes	Capt. (Ile d'Ars)	B-I. 1.06														
.	44	EGERIA, Langelier. (11.03)	10-3	—	—	Bq 1 P-B	912 896 807	Ang	79 O.96	Hopewell (V-B) J. T. Florence	B Sp C.ch.m fr.(sal); SS.93;sfb;rp.00;car.8.04	52.75 173-1	10.98 36-0	5.95 19-6	==	St-John (N-B)	Hutchings Broa (à New-York)	N-Y.04														
.	45	EGIDIA, Raffaelli. (5.05)	12-2	—	—	Cti	32	Itl	75 O.05	Limite	C.P;ch.frg;sfb;rp- car.8.05.	18.30 60-0	5.30 17-5	2.00 6-7	.....	Livourne	Onesto Mar- tinelli	Lvn. 9.05														

N. B. + The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



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Surveillance spéc.	NAVIRES & CAPITAINES		CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALLE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	46	ÉGLANTINE, Gilliot. (2.03)	16	3/3, G	1.1.	Glt	173 121	Frç	03	Gravelines Collin Frères	C-Or;ch.frg;(sal); sfb.	30.79 101-0	7.47 24-6	3.72 12-2	.....	Gravelines	Gourdin	Ok. 2.06 c.v. 2.06
.	47	ÉGLANTINE (ex-Brune), Grozoz. (3.05) 05-05	14-4	5/6, G	1.1.	Glt	126 84	Frç	60 rc.89 0.06	Dunkerque G. Malo & C <sup>re</sup> St. Malo. Gautier	C-Or-PP;ch.cv.frg; sfb;p.8.99;rc.89;SS.00; car.1.06.	28.50 93-6	6.20 20-4	3.44 11-3	.....	Paimpol	Pradel & Leguen (a Pleubian)	Pmp. 1.06
.	48	EGMOND, Ukvalberg.(10.00) .00-02	8	3/3, P	1.1.	Glt	133 126	Rss	00 O.04	Kaspervik J. Sukstornø	P;ch.fr;sfb;car. 5.04.	27.53 90-4	7.85 25-9	2.87 9-5	.....	Narva	J. Stukstornø & C <sup>o</sup>	Riga 01
✠	49	EHRGLIS, Bachmann, M. 83-00 (7.00)	12	3/3, G	1.1.	G3m	243 230 213	Rss	00 O.07	Papisaar R. Tuum	P-C;ch.frg;(sal); sfb;grp.03;rp.05;car. 7.07.	33.00 108-3	7.85 25-9	3.68 12-1	.....	Riga	M. Bachmann	Hull. 7.07
.	50	EITIK, Nilsen. 91-07 (7.06)	3-5	3/3, G	1.1.	Glt	107 92 97	Nrw	01	Kurbis	P-C;ch.fr.frg;sfb; car.6.06.	25.12 82-5	7.50 24-7	2.81 9-3	.....	Stavanger	Birger Berg	Stvg. 6.07 c.v. 6.07
✠	51	EJDERN (ex-Kinarara), ..... (10.97)	12-4	—	—	Bq 1 P-B	654 593 568	Sds	69 O.97	River-John (N-S)	Sp-B.Hk.ch.m-fr.p.n. 82;sf;pr.96;d.ft-m.9.97; rp.SS.97.	47.49 155 10	9.09 29-10	5.46 17-10	.....	Gothem- bourg	C. J. Johans- son	Got. 99
.	52	EKONOM (ex-Ökönom), En- glund (5.07)	10-4	5/6, G	1.1.	G3m 1 P-B	330 294	Sds	78 O.07	Stavanger	P-C;ch.m-fr;sfb; rp-car.5.06.	38.59 126-7	8.62 28-3	4.16 13-8	.....	Häferö	K. J. Olsson	Gil. 5.07
.	53	ELÄKÖÖN (ex-Assomption), Grönroos. (5.05)	II	3/3, L	1.1	Bq 1 P-B	607	Rss	77 V.05	Bordeaux	F-C P;ch.cv.&fr.grp. 05;sf;pr.05;d.ft-m. 7.04.	47.24 155-0	9.14 30-0	5.65 18-5	.....	Nystad	J. K. Ahlsten	°Abo 5.05
.	54	ELBA (ex-Villa-Adèle), Pitoni. (7.03)	12-3	5/6, G	1.1	B-G	117 112	Itl	73 O.03	Viareggio A. Raffaelli	C.ch.frg;sfb;grp.93; rp.SS.03;d.ft-z.9.03.	25.30 83-0	6.40 21-0	3.12 10-3	.....	Porto- Ferraio	Augusto Gasparini	Lvn. 8.05 c.v. 8.05
✠	55	ELBE, Fransen. (4.03)	12	3/3, G	1.1.	G3m	205 291	Rss	03	Korpo K. E. Kjellberg	P;ch.frg;(sal);sfb.	35.96 118-0	8.23 27-0	3.96 13-0	.....	Korpo	V.W. Jansson	°Abo 5.05
.	56	ELDRA, May. (12.02)	14-7	5/6, G	1.1.	B-G 3m	227 219 205	Ang	73 O.03	Plymouth Hill & Son	C-Or-PP;ch m.frg; sfb;SS.03;car.1.05;rp.05	33.82 111-0	7.47 24-6	3.69 12-1	28 31	Teign- mouth	J. W. Finch	Flm. 05
.	57	ELECTRA, Darbé. 75-05 (7.06)	14-4	5/6, A	1.1.	G3m	165 168	Ang	54 O.06	Jersey	C-Or-PP;ch.cv.m; d.ft-m.4.04;rp.05; SS.06.	36.11 118-6	6.25 20-6	3.53 11-7	.....	Jersey	L. Gauvry (Plymouth)	Plm. 7.06
✠	58	ÉLÉGANTE, Leuquelman. (4.04)	16	3/3, G	1.1.	Glt	120 90	Frç	04	Dunkerque Ecolin	C-Or;ch.cv.frg;(sal) sfb;rp-car.1.06.	28.78 94-5	6.94 22-9	3.24 10-8	.....	Gravelines	Gombert	Ok. 1.06
✠	59	ELENA (ex-Dunniore). Toft. 79-02 (4.06)	I	3/3, A	1.1.	G3m A.&C.P.	225 197 212	Dan	01 V.06	Martenshoek G. & H. Bodewes	A; 2 comp: 1 D. 6m40; R..R. 4m80; p.A; car. 5.07.	34.67 113-10	7.68 25-2	3.25 10-10	18 1/2 21 1/2	Copenha- gue	A. P. C. Klöv- berg	Gisg. 5.07
.	60	ELENA, Ghiselli. (2.04)	14-5	3/3, G	1.1.	Ttn	70	Itl	84 rc.04	Viareggio Raffaelli	C-Ml;ch.frg;sfb. SS.04.	21.10 69-3	5.94 19-6	2.95 9-8	.....	Spezia	C. Fabbri- cotti	Lvn. 04

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements. \*

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	SHEATHING						REPAIRS									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND					IN METERS						IN FEET AND INCHES									
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
•	61	ELENI, Poudicos. (10.04)	12-6	3/3, M	1.1.	B-G 1 P-B	192	Grc	86 O.04	Syra	C-Ml; ch.frg; grp. SS.04; d.ft-m.10.04; rp.06	33.55 110-1	7.21 23-8	4.60 15-1	.....	Samos	P. Poudicos	Mrs 4.06 c.v. 4.06			
•	62	ELENI, Caroussis. (10.01)	13-3	—	—	B-G 1 P-B	193	Grc	80 O.01	Trieste	C-P; ch.m.frg; d.ft- m.94; grp.SS.01.	34.00 111-7	7.10 23-4	4.70 15-5	.....	Zante	Dionisios Stampatis	Cnst.01 c.v. 01			
•	63	ELENI (ex-Mouzafer), Vlasta- ris. (1.06)	13-2	3/3, G	1.1.	Bq 1 P-B	448	Tre	73 re.99 O.05	Fiume	C-P-Ml; ch.m.frg; d.ev.7.99; SS.99; rp.05.	43.00 141-1	8.40 27-7	6.10 20-0	.....	Constanti- nople	Dimitrio & Vos- sili Pandeli	Aix. 1.06 c.v. 05			
✦	64	ELEONORA, Burmeister. Moteur aux. 07-07 (6.07)	13	3/3, P	1.1.	Gls	29 7 28	Dan	07	Esbjerg S. Abrahamsen	C-Ht; ch.frg; (sal); hél; sfb; p.PP.	14.20 46-7	4.37 14-4	2.08 6-10	.....	Esbjerg	D. Lauritzen	Vj. 6.07			
✦	65	ELENORA, Nilsson, P. (4.01) (3/3, P. 1.1.)	14	...	...	Glt	51 31	Sds	01	Carlshamn C. O. Petterson	C-P; ch.frg; (sal); sfb.	21.40 70-2	5.94 19-6	1.78 5-10	.....	Lörberg	Capt	Osch 01			
•	66	ELEONORE, Brizard. (11.02)	12-3	—	—	Glt	26	Frç	83 O.02	Ile de Ré	C; ch.frg; sfb; rp-car. SS.11.02.	16.10 52-6	4.80 15-9	2.17 7-2	.....	Ars en Ré	Ramigeard	L-R. 02			
•	67	ELFRIDA, Larcombe. (5.93)	14-3	—	—	Glt	189 111	Ang	64 O.93	Plymouth Chas. Gent	C-Gr-Or; ch.m; d.ft- m.7.89; p.P.89; rp.SS.93	27.43 90-0	6.47 21-3	3.48 11-5	.....	Teign- mouth	W. R. Allen	Plm. 93			
•	68	ELI, Carlsson. Moteur aux. (9.07)	8	3/3, P	1.1.	Glt	51 30	Rss	07	Lemland Carlsson	P.ch.fr; hél; sfb.	17.37 57-0	6.10 20-0	1.83 6-0	.....	Lemland	J. Holmberg	Abo 8.07			
•	69	ELI (ex Dunavis), Georgiou. (12.05)	13-1	...	...	Bk 1 P-B	296	Tre	80 O.03	Syra	C-P; ch.m.frg; sfb; SS.00; rp-car.6.03.	33.00 108-3	8.20 26-11	5.30 17-5	.....	Chios	Pan. Const. Lemos	Nice 1.07			
•	70	ELIDA, voir ELLIDA.																			
✦	71	ELIE, Noblet, M. (9.05)	13-3	5/6, G	1.1.	B-G	158 132	Frç	73 O.02	Méans Mahé	C.ch.frg; sfb; SS.96; car.9.02; rp.05; p.n.05.	25.10 82-4	6.40 21-0	3.47 11-4	.....	Vannes	Capt	Nt. 8.05 c.v. 8.05			
•	72	ELIN (ex-Baltic), Eriksson. (10.98)	9-3	—	—	Bq 1 P-B	455 421	Sds	60 O.98	Gamla Karle- by	P; ch fr; sff; ft.S.9.98 grp.SS.92; rp-car.10.98	38.59 126-7	8.20 26-11	5.03 16-6	.....	Östham- mar	M. Lundqvist	Gfl. 98			
✦	73	ELIN, Frisk. (7.02)	13	3/3, G	1.1.	G3m	211 186	Sds	02	Wiken J. Hagerman	C-P; ch.frg; (sal); sfb; car.2.05; rp.07.	33.63 110-4	7.34 24-1	3.20 10-6	.....	Helsing- borg	G. H. Witt	Hsb. 9.07			
✦	74	ELIN, Thorsson. (3.98)	14-12	3/3, P	1.1.	Glt	39	Sds	98 O.05	Wiken J. A. Hagerman	C-P; ch.frg; (sal); sfb; rp-car.10.05.	18.40 60 4	5.20 17 1	1.93 6-4	.....	Skillinge	M. T. Thors- son	Cim. 10.05			
•	75	ELINOR, Marshall. (6.04) — - 04	13-4	5/6, G	1.1.	Glt	129 86	Ang	56 O.04	Kingsbridge	C-T-Gr-PP; ch.m.frg; (sal); sfb; p.P.94; grp car.SS.6.04.	28.65 94-0	6.60 21-8	3.58 11-7	.....	Plymouth	W. T. Lundy	Plm. 04			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## ELI

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONT	TONNAGE — Brut Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE	FRANC BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	76	ELISA, voir ELISE, ELIZA.																	
•	77	ELISABETH, voir aussi ELIZABET H.																	
✝	78	ELISABETH, Blum J. (7.99)	I	—	—	Tjk dv.	89 75	Alm	89 V.99	Viervelaten J. Mulder	F: 3 comp. fd. pht; G.E;lp.F;grp.6.95.car. 7.01.	22.50 73-10	5.0 16-5	2.15 7-1	.....	W. Rhau- derfeh	Capt	Wes.01	
•	79	ELISABETH (ex-Maria), Garms, M. (6.00)	12-4	—	—	Kff d.4m	71 58	Alm	75 O.00	Martenshoek W. G. Bodewes	C;sfb;G-E;SS.95; rp-car.6.00.	22.2 73-9	4.9 16-0	2.24 7-4	.....	Blankenese	Capt (à Mühlenberg)	Hbg 00	
✝	80	ELISABETH, Egehjerg. — - 04 (12.05)	16-3	5/6, G	1.1.	B-G	127 120	Dan	66 O.03	Rudkjøbing S. Boas	C-Htch m-frg;sfb;p.P 92;grp.SS.92;car.8.06; rp.03.	27.37 89-10	6.23 20-5	3.17 10-5	.....	Rudkjø- bing	Alfr. Nielsen	Svdb 8.06	
✝	81	ELISABETH, Martin. (9.03) P. C. (6.06)	I	3/3, L	1.1.	Bq 1 P-B	2060 1858	Frç	99 V.03	Rouen Ateliers & Chantiers de Normandie	A: 2 comp; D. 24m40; G.18m50;1 p. A;rp. 03;car.6.06.	80.15 263-0	12.18 40-0	6.52 21-5	.....	Dunkerque	Ch. Tiberghien & fils (à Tourcoing)	9k. 6.06	
✝	82	ELISABETH, Druelle. (9.93) 05 - 05	16	3/3, G	1.1.	Glt	158 121	Frç	93 O.01	Paimpol Laboureur	C-Or;ch.frg;sfb; (sal);car.11.01.	30.62 100-6	7.07 23-3	3.53 11-7	.....	Paimpol	Chapelain Varat	Fmp. 2.06 c.v. 2.06	
✝	83	ELISABETH, Hervis. (9.05)	13-4	5/6, G	1.1.	B-G	145 123	Frç	75 O.05	St-Servan H. Hamon	C-Or-PP;ch.frg;(sal); sfb;p.n.99;rp-car.SS. 9.05.	23.43 76-10	6.33 20-9	3.50 11-6	.....	Hennebont	H. Joubert	8-1 9.05	
✝	84	ELISABETH (ex-Lizzie-&Eu- génie), Johannesen. (12.01)	15-4	—	—	3 m 2 P	1286 1212 1184	Nrw	68 O.01	Bath (Me) F. & E. Reed	C-PP;ch. m-fr; (sal); grp.88;SS.90;rp.01; d.fr-m.11.01.	57.87 196-5	11.45 37-7	7.31 24-0	.....	Christiania	J.C.A. Johan- nesen	Chrd02	
✝	85	ELISABETH, Baumann. (7.01)	10	3/3, P	1.1.	Glt	111 101	Rss	01	Paulshafen Knopp	P-C;ch.fr;sfb;rp.05	24.68 81-0	6.40 21-0	3.05 10-0	.....	Paulshafen	Gebr. Bau- mann	Cph. 10.05	
•	86	ELISABETH (ex-Eis), Ham- mar. (4.06)	11-2	3/3, G	1.1.	G3m	207 183	Sds	91 O.06	Bergen	P-PP-C;ch-m.frg; sfb;car.4.06	34.60 113-7	7.30 23 11	3.09 10-2	.....	Bergqvara	H.N. Ohlsson	Hsh. 4.06	
•	87	ELISABETH, Patteras. (1.05)	13-3	3/3, G	1.1.	Bq 1 P-B	416 205	Trc	83 O.04	Boston	C-Ht-PP;ch-m.frg; d.m.10.00;rp.SS.01.	42.00 137-10	6.80 22-4	6.00 19-8	.....	Chio	Const. Patte- ras	Alx. 1.05 c.v.1.05	
✝	88	ELISABETH, Fischer. (3.04)	I	3/3, L	1.1.	G3m A.&c.P.	327 272 288	Dan	92 V.04	Tønning Schömer, Jensen & Co	A: 2 comp; 1/2 D.12m; R.A.6m70;R.N.4m10 p.S;car.1.07;rp.04.	40.80 133-10	7.60 24-11	3.96 13 0	.....	Fanø	S. A. Fischer	Lvp. 1.67	
•	89	ELISE, voir aussi ELISA, ELIZA.																	
✝	90	ELISE, Andreasen. (2.06) 79 - 90	16-6	3/3, G	1.1.	Glt	148 124 139	Dan	90 O.06	Thurø J.Ph.Jørgensen	C-Ht;ch-m.frg;(sal); sfb;rp-car.SS.7.05.	29.40 96-6	6.53 21-5	3.30 10-10	.....	Svendborg	J. Ph. Jørgen- sen (à Thurø)	Svdb. 3.06	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER	Register under deck														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	91	ELISE, Hansen. (12.05) 79-86	16-3	5/6, G	1.1.	Glt	$\frac{142}{119}$ 121	Dan	77	Faaborg R. Möller	C-Ht; ch.frg.sfb; (sal); rp. SS.00; car. 2.06	28.37 93-1	6.33 20-9	3.20 10-6	.....	Faaborg	R. Müller	Svdb. 4.97	
+	92	ELISE (ex-Frolie), ..... (2.98)	14-4	—	—	3m 2 P	$\frac{1376}{1290}$	Itl	69	Mystic (Con) Greenman Bros	C-PP; ch.m-fr.(sal); SS.92; d.ft-m. 6.97; rp. 99	59.18 194-2	11.88 39-0	7.50 24-7	.....	Gênes	G. Mortola	Ld. 99	
+	93	ELISE (ex-Elbe), Johansson. (6.05)	I	3/3, L	1.1.	G3m 1 P-B	$\frac{352}{316}$ 209	Sds	69	Hamburg Reiherstieg Schiffswerfte	F; 2 comp; p.n.80; rp-car. 6.06	36.60 120-0	7.30 24-0	4.57 15-0	.....	Hernösand	E. J. Lodin	Card. 6.06	
+	94	ELISE-BAY, Petersen, J. (12.04)	16-1	—	—	Glt	$\frac{114}{107}$ 105	Dan	74	Thurö L. Kaas	C-Ht; ch.frg.sfb; SS.99; rp-94; car. 10.02	25.10 82-4	6.11 20-4	3.05 10-0	.....	Svendborg	Capt (à Thurö)	Cph. 04	
+	95	ELISE-DYREBORG, Nielsen. 06-06 (4.06)	16-4	5/6, G	1.1.	Glt	$\frac{100}{82}$ 93	Dan	75	Faaborg B. Dyreborg	C-Ht; ch.frg.sfb; rp.P; (sal); SS.00; grp-car. 12.01; rp. 06.	25.00 82-0	6.00 19-8	2.79 9-2	.....	Marstal	H. C. Nielsen	Svdb. 3.06 c.v. 3.06	
.	96	ELISE-GESINE, Stiefs, J.W. (7.94)	12	—	—	Tk dv	$\frac{22}{19}$	Alm	94	Westrhauder- fehn A. Harms	C-Ht; ch.frg.sfb; p P	15.50 50-11	3.75 12-8	1.40 4-7	.....	Ellenser- dammsiel	Capt	Ppb. 94	
+	97	ELISE-MARIE (ex-Marie), Ol- sen. (12.01)	16-6	5/6, G	1.1.	Glt	$\frac{90}{78}$ 87	Dan	73	Thurö L. Kaas	C; ch.frg.sfb; p.P. 95; SS.02; rp-car. 4.04.	22.70 74-6	5.50 18-0	2.86 9-5	.....	Marstal	H. M. Seier	Kngb. 4.06	
.	98	ELISE-PRAGER (ex-Johanna Ahrens. (4.03)	12-4	—	—	Glt	$\frac{80}{69}$	Alm	76	Stralsund J. Peuss	C-Ht; ch.frg.sfb; car. 2.03.	20.18 66-2	5.42 17-9	2.61 8-7	.....	Rostock	Capt	Cph. 11.06	
.	99	ELIZA, voir aussi ELISA,	ELISE																
.	100	ELIZABETH-HAMPTON, Sydney Bate. (7.05)	14-2	—	—	Glt	$\frac{108}{78}$	Ang	63	Shoreham J.B. Bailey & Co	C-Or-PP; ch.frg; sfb; grp-car. 6.05.	26.64 87-5	6.13 20-1	2.89 9-6	==	Plymouth	Capt (Falmouth)	Fim. 6.05	
.	101	ELLA (ex-Svea), Andersen. 87-04 (8.04)	11-4	5/6, G	1.1.	Glt	$\frac{81}{69}$ 72	Dan	71	Essex	C-Ht-PP; ch.frg; sfb; rp-car. 2.06.	25.10 82-4	7.00 23-0	3.20 10-6	.....	Esbjerg	C. Breinholt	Vjl. 5.07 c.v. 5.07	
+	102	ELLA-MOORE, Nutting- Wadman. (10.87)	11-3	—	—	Bq 1 P-B	$\frac{391}{391}$ 351	Ang	67	Halls Harb(N- S) J. Buckman	Sp-B-Hk-C.ch.m-fr; souff.Sp.7.88;(sal); grp. 80; SS.88; rp. 91.	41.40 136-0	9.17 30-1	4.45 14-7	.....	Windsor (N-S)	G. F. Frank- lyn	Hlfx 91 c.v. 89	
+	103	ELLEN (ex-Martina-Johanna), Fredriksen. (5.04)	I	3/3, I	1.1.	Bq 2 P	$\frac{1408}{1361}$	Dan	91	Krimpen a/d. Lek J. K. Smit	A; 2 comp; 1 p.PP; 1 p. P; car. 10.05; rp. 04.	67.96 223-0	11.32 37-2	6.55 21-6	$\frac{57}{61\frac{1}{2}}$	Veile	P. Poulsen	B-A. 7.06	
+	104	ELLEN, Lauridsen. (3.95) 73-95	16	3/3, G	1.1.	G3m	$\frac{169}{148}$ 169	Dan	95	Marstal J.O.Christensen	C-Ht; ch.frg.sfb; p. P;(sal); car. 6.03.	32.52 106-7	7.38 24-2	3.36 11-0	.....	Marstal	H.C.Christen- sen	Svdb. 3.06	
+	105	ELLEN (ex-Maja), Svendsrup. S. P. H. (2.04)	16-6	5/6, G	1.1.	Glt	$\frac{113}{94}$ 107	Dan	78	Aeröskjöbing R. Mortensen	C-Ht; ch.frg.sfb.(sal); p.P; SS.04; rp-car. 4.07.	25.12 82-5	6.20 20-4	3.16 10-4	.....	Aeröskjö- bing	Capt	Ld. 4.07	

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



ELL

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			JONNAGE		PAVILION	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR EN PIEDS ET POUCHES	LARGEUR EN MÈTRES	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÈLEMENT NOMBRE DE PONTS	Brut	Net			Sous le pont	DOU- BLAGE	CONSTRUCTEURS	RÉPARATIONS							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	106	ELLEN, Christensen, L. H. 90 - 97 (4.97)	16	3/3, P	1.1.	Gls	59 50 56	Dan	97 O.05	Karrebecks- minde P. J. Hermansen	C-Ht;ch.frg;(sal); sfb;rp.00;car.8.05.	20.22 66-4	5.65 18-6	2.29 7-6	.....	Marstal	Capt (à Ommel)	Svdb. 8			
.	107	ELLEN (ex-Diana), Bruce. (3.03)	12-4	—	—	Bk 1 P-B	354 296	Sds	69 O.03	Rostock Padderatz	C-Ht;ch.m.fr;sfb;(sal) grp.SS.88;rp-car.3.03.	32.90 108-0	8.23 27-0	4.27 14-0	.....	Gothem- bourg	N.A.Hogberg	Got. 03			
✠	108	ELLEN, Holmén. (11.99) Hél. aux.	10	3/3, G	1.1.	Glt	183 139	Sds	99 O.06	Eckerna Warf J. Johansson	P-A;2 comp;ch.frg; sfb;rp.car.4.06.	31.00 101-9	6.86 22-6	3.50 11-6	.....	Agnham- mar	C. Matton & Co	Cph. 10.06 c.v.10.06			
✠	109	ELLEN, Bernisson. (10.04)	12	3/3, G	1.1.	G3m	140 117	Sds	04	Sodra-Garns J. A. Svensson	P-C;ch.frg;(sal); sfb;rp.06.	27.91 91-7	6.83 22-5	2.94 9-8	.....	Lysekil	Alb. Karlsson	Got. 04			
✠	110	ELLEN (ex-Faders-Minde), Holm, M. (4.00)	16-6	—	—	Glt	128 112 116	Sds	79 O.00	Marstal J.O.Christensen	C-Ht.sfb;p.P;SS. 92;rp.96;car.3.00.	28.35 93-1	6.33 20-9	3.04 9-10	.....	Brantevik	E. Ingvarsson	Hbg 03			
✠	111	ELLEN, Nilsson. (3.05)	13-6	3/3, G	1.1.	Glt	100 90	Sds	92 O.05	Halmstad V. Frandsen	P-C.ch.frg;sfb;(sal); rp.00;car.8.04;SS.05.	27.30 89-7	6.50 21-4	2.37 7-10	.....	Halmstad	A. Johansson	Got. 3.05			
✠	112	ELLEN, Pettersson-Carl- lund. (10.97)	12	3/3, P	1.1.	Gls	57	Sds	97 O.06	Södra Garn J. A. Svensson	P-C;ch.frg;(sal); sfb;rp-car.4.06.	23.02 75-6	5.25 17-3	2.04 6-8	.....	Styrsö	Capt	Got. 4.06			
✠	113	ELLEN, Nilsson, A. (4.96)	12	3/3, P	1.1.	Glt	46 38	Sds	96 O.03	Wiken J. Hagerman	C-P;ch.frg;sfb; (sal); grp-car.4.03.	14.25 46-9	5.51 18-1	2.13 7-0	.....	Råå	Capt	Hsb. 11.05			
✠	114	ELLEN-A.-READ, M'Quarrie. (9.02)	13-4	—	—	3 m 2 P	1790 1750 1609	Ang	84 O.02	Tusket (N-E) J. A. Hatfield	Sp-PP-B-C.ch.m.frg. (sal);d.ft-m.9.02;rp.02; SS.97.	70.25 230-6	12.67 41-7	7.32 24-0	==	Yarmouth (N-S)	Robert Moore (à Londres)	Glsq.04 c.v.04			
✠	115	ELLEN-KIRSTINE, Petersen, P. (3.05) 78 - 79	16-6	5/6, G	1.1.	3mG	179 155 150	Dan	79 O.05	Thurø L. Kaas	C-Ht.ch.m.frg;sfb;p. n.00;rp-car.4.06;SS.05.	32.49 106-7	6.75 22-2	3.33 10-11	.....	Svendborg	L. Kaas	Svdb. 4.06			
.	116	ELLEN-MARGRETHE, Han- sen, H. (4.94)	13	—	—	Gls	34 28 32	Dan	94	Aalborg S.Sørensen&Son	C-PP.ch.frg;sfb; (sal);p.P.	16.73 54-9	5.12 16-8	1.82 6-0	.....	Svendborg	Capt	Svdb94			
✠	117	ELLIDA (ex-Cathrine), Hansen, H. (5.05) 73 - 98	14-6	5/6, G	1.1.	B-G	167 140 152	Dan	76 O.05	Veile Gyl- ding & Lindner	C;ch.m.frg;sfb;p.P. 05;grp-car.SS.5.05	30.93 101-5	6.57 21-7	3.76 12-4	.....	Svendborg	Capt	Knbg. 8.07			
✠	118	ELLIDA, Gren, H. M. (5.04)	12-4	5/6, G	1.1.	Glt	212 185 188	Sds	76 O.04	Eckerna A. Ahlberg	P-C.ch.frg;sfb;(sal) p.S;SS.87;rp-car.5.04.	30.88 101-4	7.24 23-5	3.76 12-4	.....	Fiske- bäckskil	O. Bengtsson	Got. 5.06 c.v.5.06			
.	119	ELLIDA, Zetterberg, G. (4.93)	9-3	—	—	Glt	72 68	Sds	72 O.93	Enonger Jonas Winelöfs	P;ch.fr;sfb;rp-car. SS.4.93.	22.74 72-0	7.10 22-6	2.50 8-0	.....	Öregrund	Capt	Mm. 93			
	120	ELLINOR, voir aussi ELINOR.																			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HULL IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3	4	5	6													
	1	2	3	4	5	6													
✦	121	ELNA (ex-Kosack), Ahlsrik. (9.06)	10-2	5/6, G	1.1.	Bq	275 244 256	Rss	80	Raumo	0.06	P-S; ch. m-fr. (sal); p. P. aff. pr. 93; SS. 93; d. ft. m. 9.01. rp. 01.	39.57 130-2	8.68 28-5	3.62 11-10	.....	Nystad	Linden & Wallin	Abo 9.06 c.v. 9.06
✦	122	ELONA, Johansen, O. (5.99) 88 - 99	16	3/3, P	1.1.	Glt	57 48 53	Dan	99	Faaborg	0.06	C-Ht; ch. frg; (sal); sfb; car. 7.06.	20.87 68-6	5.65 18-6	2.23 7-4	.....	Faaborg	Capt	Svob. 7.06
.	123	ELPIS, Elia. (6.95)	12-3	—	—	Bk 1 P-B	295	Grc	77	Gallaxidi	0.95	C-P; ch. m-frg; sfb; grp-car. SS. 6.95.	30.00 98-5	8.00 26-3	5.10 16-9	.....	Zante	Bazili Piperidi & D. Kilios	Cnst 95
✦	124	ELSA, Lorenzen, W. (3.07)	15	3/3, P A.&C.P.	1.1.	Gls	65 49 60	Alm	07	Eckernförde		C-Ht; ch. frg; sfb.	21.48 70-6	6.05 19-10	2.33 7-8	.....	Augusten- burg	Capt	F.s.b. 3.07
✦	125	ELSA (ex-Portland-Lloyds), Thorson. (5.06)	15-4	5/6, G	1.1.	Bq 2 P	1217 1133	Sds	76	Portland (Me)	0.06	C-PP; ch. m-fr. (sal); sfb; rp. 03; SS. 00; car. 5.06.	57.90 190-0	11.60 38-1	6.71 22-0	.....	Cimbris- hamn	Sigrid Björ- kegren	Hlsb. 5.06
.	126	ELSA (ex-Hoievaag), Anders- son. (9.05)	11-6	3/3, A	1.1.	Bq	329 287	Sds	91	Christian- sand	0.05	P-C-PP; ch. m-frg; rp. SS. 05; d. ft. m. 9.05.	39.62 130-0	8.05 26-5	3.84 12-7	.....	Lerberget	J. Andersson	Hlsb. 7.07 c.v. 7.07
✦	127	ELSA, Jonsson. (3.06) 94 - 06	13	3/3, G	1.1.	Glt	120 100	Sds	06	Halmstad		C-P; ch. frg; (sal); sfb.	28.90 94-10	7.38 24-2	2.42 7-11	.....	Halmstad	A. Svensson	Got. 3.06
✦	128	ELSA, Brunk. (5.98) (3/3, G. 1.1.)	12	...	...	Glt	105 95	Sds	98	Oskarshamn		P-C; ch. m-frg; (sal); sfb; car. 4.02.	26.12 85-9	6.53 21-5	2.96 9-9	.....	Brantevik	N. Martinsson	Hlsb 02
✦	129	ELSA-AUGUSTE, Muischul. 80 - 01 (10.01)	11	3/3, A	1.1.	B-G	250 195	Rss	01	Peterscapelle	0.07	P-C; ch. fr; (sal); d. ft. z. 2.07.	31.47 103-3	7.47 24-6	3.61 11-10	.....	Riga	S. Muischul & Co	Hbg 4.07
✦	130	ELSIE (ex-Thusnelda), Ro- berts. (3.05)	15-6	5/6, G	1.1.	Glt	165 137 150	Ang	76 re. 89 0.05	Faaborg		C-Ht-PP; ch. m-frg; (sal); sfb; re. SS. 89; grp-car. 12.02; rp. 05.	31.88 104-7	7.62 25-0	3.08 10-1	.....	Londres	W. Roberts	Fim. 2.05 c.v. 2.05
.	131	ELVIRA, Raudis. (8.94)	9	—	—	Glt	126 120	Rss	94	Waiden	0.99	P-C; ch. fr. sfb; (sal); rp. 95; car. 8.99.	22.33 73-3	6.68 21-11	3.13 10-3	.....	Riga	C. Aumann & Antmann	Lib. 02
✦	132	ELVO (ex-Scillin), Zino. (7.07)	13-1	3/3, L	1.1.	Bq 1 P-B	1229 1121	Itl	82	River John	0.02	C-B-Sp-PP; ch. m-frg; (sal); d. ft. m. 12.02; rp. SS. 02.	59.36 194-9	11.76 38-7	6.90 22-10	50 61	Gènes	Henry Piag- gio	Gn. 9.07
✦	133	ELZE, Wesblad, S. (1.90)	15-5	—	—	Bq 1 P-B	375 338 318	Sds	68	Uckermünde	0.90	C. ch. m-frg. (sal); p. S; d. ft. m. 12.89; grp. SS. 90.	37.37 122-9	7.73 25-4	4.41 14-6	.....	Stockholm	Capt	Chrd 90 c.v. 90
.	134	ELZINA-HELENA, Bosselaar, H. (8.06)	III	3/3, P	1.1.	Glt dv 2m bsc	131 122	P-B	04	Leyden		A. 2 comp; G. E. fd. pti. p. A; grp-car. 8.06.	30.75 100-10	6.02 19-8	2.10 6-11	.....	Oude- Pekela	Capt	Wes. 8.06
.	135	EMANUEL, voir aussi EMMA	NUEL.																

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR — EN METRES EN PIEDS ET POUCHES	LARGEUR — EN METRES EN PIEDS ET POUCHES	CREUX DE CALE — EN PIEDS ET POUCHES	FRANC BORD EAU SALEP H.A.N.	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont				11	12																									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																																					
	DATE DU TERME																																					
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																			
• 136	EMANUEL, <i>Spieker, J.</i> (5.87)			11	—	—	Kff	—23 dv.4m 24	Alm	87	Rhauderfehn	C-Ht.sfb.f.d.plt; A. Harms p.S;car.7.91.	16.2 53-0	4.3 14-0	1.50 4-11	.....	Rhauderfehn	Capt	Leer	91																		
✠ 137	EMANUEL, <i>Schulma, H.</i> (5.89)			13-3	—	—	Kff	—25 Tkdv 21	Alm	76	Warsingsfehn	C-Ht.sfb;rp-car. Bootsmann SS.4.89.	15.8 52-0	3.8 12-6	1.45 4-9	.....	West-Rhauderfehn	Capt	Leer	89																		
✠ 138	EMANUEL, <i>Erichsen.</i> (4.03) 84 — 04			16	3/3, G	1.1.	G3m	203 168 194	Dan	03	Aeröskjöbing	C-Ht;ch.frg;(sal); Mortensen & Petersen sfb.	32.83 107-9	8.32 27-4	3.52 11-7	.....	Aeröskjöbing	N. H. Dreioe	Svdb. 2.67 c.v. 2.07																			
✠ 139	EMANUEL, <i>Bentzen, C. F.</i> (1.07) 85 — 97			16-2	3/3, G	1.1.	Glt	145 124 136	Dan	80	Svendborg	C-Ht.ch.frg.sfb;p. N. P. Petersen P.03;(sal);g.p.-SS.03; car.3.07.	29.67 97-5	6.57 21-7	3.08 10-1	.....	Svendborg	C. J. Petersen	Svdb. 3.07																			
✠ 140	EMANUEL, <i>Clausen-Schmidt, J.</i> (2.06) 92 — 06			16	3/3, P	1.1.	Glt	59 46 55	Dan	06	Marstal	C-Ht;ch.frg;(sal); G. Clausen sfb	21.16 69-5	6.03 19-10	2.23 7-4	.....	Marstal	Capt	Svdb. 2.06																			
✠ 141	EMANUEL (ex-Hugo-Molenaar), Bos. (7.05)			1	3/3, L	1.1.	Bq	1871 1735	P.B	94	Alblasserdam	A.2comp;D.90;t.G. 11 J. Smil Czn t. R. 55;t.1 p.P.P; 1 p. S;car.6.05.	73.15 240-0	11.58 38-0	7.01 23-0	62 1/2 67	Rotterdam	G. van Wieringen	Lvp. 7.05																			
• 142	EMANUEL, <i>Rommel.</i> (9.02)			3-2	—	—	Glt	162 145	Rss	91	Kilcout	P;ch.fr;sfb;rp.00; car.7.02.	27.98 91-10	7.55 24-7	3.55 11-8	.....	Libava	Gustav Tjang (Ile Dago)	Ptb. 02																			
✠ 143	EMANUEL, <i>Hakansson.</i> (11.94)			14-1	—	—	G3m	311 280 272	Sds	71	Apenrade	C-Ht.ch.m.frg;p.S; H. Jürgensen d.ft-m.10.92;grp.SS.90.	36.97 121-4	7.45 24-5	4.12 13-6	.....	Brantevik	S. Larsson	Got. 94																			
• 144	EMANUELE, voir EMMANUEL E.																																					
✠ 145	EMBLA, <i>Horsböll.</i> (2.05) 91 — 03			16-4	3/3, L	1.1.	Bq	401 385 352	Dan	85	Nordby	C-Ht.P.P.ch.m.frg;(sal); rp.SS.01;d.ft-m.7.05; rp.05.	39.30 129-0	8.10 26-7	4.30 14-1	.....	Fanø	P. N. Winther & Co (à Nordby)	Fin. 1.05																			
✠ 146	EMBLA, <i>Mikkelsen, C. M.</i> (1.07)			16-4	5/6, G	1.1.	Glt	157 135 142	Dan	75	Troense	C-Ht.ch.m.frg.sfb; C. J. Jensen rp.96;SS.01;car.2.07.	29.26 96-0	6.45 21-2	3.30 10-10	.....	Svendborg	R. M. Gam-melgaard	Svdb. 3.07																			
• 147	EMELIE, <i>Skuje, A.</i> (9.94)			3-3	—	—	Slp	36	Rss	94	Gipken	P-C.ch.fr;sfb;p.P; O. Muzneck car.4.97.	15.70 51-6	5.00 16-6	2.13 7-0	.....	Riga	Capt	Riga	97																		
✠ 148	EMIL, <i>Andersson.</i> (6.95)			11-3	—	—	Bk	274 253	Sds	67	Sundsvall	P.ch.m.p.n.83;grp. J.A. Nordström SS.95;d.ft-m.6.95.	34.28 112-6	7.72 25-4	3.78 12-5	.....	Edsvik	J. A. Johans-son	Hrns 97																			
• 149	EMIL (ex-Weida), <i>Nilsson.</i> (10.04)			9	3/3, P	1.1.	Glt	132 115	Sds	04	Margrafen	P-C;ch.frg;(sal); M. Scpp sfb;G.E;p.P;rp.06.	24.20 79-5	6.68 21-11	3.02 9-11	.....	Halmstad	A. Svensson	Got. 3.06																			
✠ 150	EMILE, <i>Bourge.</i> (8.94)			16	3/3, A	1.1.	3mG	345 271	Frç	94	St-Malo	C-Or.ch.m.frg;(sal) Gautier père p.n.02;d.m.1.02;rp.05	41.29 135-6	9.19 30-2	4.02 13-2	.....	St-Malo	E. Honduce	St-M. 2.67 c.v. 3.05																			

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY			
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			Register	under deck				SHEATHING	REPAIRS										
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																							
	DATE OF TERM																							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19						
✠	151	EMILE, <i>Maréchal</i> . (4.04) 92-04	16	3/3, G	1.1.	Dy	111 82	Frç	04	Dunkerque <i>Sauvage</i>	C-Or; ch. cv. frg; (sal); sfb.	26.51 87-0	6.80 23-7	3.19 10-6	.....	Dunkerque	Ambrosius & fils aîné	Dk. 04						
.	152	EMILE (ex-Edwin-B.-Holmes), <i>Béchet</i> . (2.06)	13-3	3/3, G	1.1.	Glt	72 48	Frç	88 O.06	Essex (Mass)	C-PP; ch. m. frg; (sal); sfb; car. 1.06.	24.37 80-0	6.64 21-9	2.43 8-0	.....	St-Pierre- Miquelon	Em. Folquet	St-P. 2.06						
✠	153	EMILE, <i>Telras</i> . (11.05) 05-06	13-6	5/6, P	1.1.	Dy	59 47	Frç	96 O.03	Dieppe <i>P. Corue</i>	C-Ht-Or-S; ch. frg; sfb; grp-car. 4.06.	19.05 62-6	6.18 20-3	2.80 9-2	.....	Tréguier	Vve Kerbrat	Pmp. 4.06						
✠	154	EMILE, <i>L'Hostis</i> . (5.94)	13	3/3, G	1.1.	Kt	41 30	Frç	94 O.04	Paimpol <i>J. Pilvin</i>	C-Or-PP. ch. frg; sfb; S. A.; p. S.; car. 3.04; rp. 06.	17.19 56-4	5.42 17-10	2.40 7-11	.....	Paimpol	A. Ollivier (à Flourivo)	Hv. 12.06						
✠	155	EMILE-GEORGES, <i>Leboscare</i> . (5.03)	14-2	—	—	Slp	63 48	Frç	71 O.03	Houfleur <i>Lefoulon</i>	C-Or. ch. frg. sfb; SS. 87; p. n. 87; rp-car. 9.97.	19.4 63-8	6.1 20-0	2.65 8-8	.....	Nantes	H. Guilbaud	Nt. 03 c.v. 03						
✠	156	EMILIA, <i>Marcel</i> . (2.07)	13-2	3/3, G	1.1.	Glt	54 71	Frç	92 O.00	La Richardais <i>Laboureur</i>	C-Or; ch. frg; sfb; p. S. 05; car. 1.07.	25.92 85-1	6.11 20-0	2.71 8-11	.....	Cancale	Robin	St-M. 1.07						
✠	157	EMILIA, <i>d'Arrigo</i> . (12.06)	13-1	3/3, M	1.1.	G3m 1P-B	319 275	Itl	77 O.00	Cassano <i>A. Castellano</i>	P-C. ch. m. fr. SS. 97; d. ft. m. 3.00; rp. 04.	39.02 128-0	8.16 26-9	4.60 15-1	.....	Catane	Gioacchino Napoli	Trst. 6.07 c.v. 4.06						
.	158	EMILIA (ex-Otago), <i>Guimaraes</i> —-00 (12.02)	I	3/3, L	1.1.	Bq 2P	1158 970 890	Ptg	69 V.03	Pt-Glasgow <i>R. Duncan &amp; Co</i>	F-Or-T-P; ch. m; d. ft. m. 9.03.	63.16 207-3	10.49 34-5	6.13 20-1	.....	Lisbonne	J. A. Ferreira & Co	Lisb. 10.06 c.v. 10.06						
.	159	EMILIA-FIORITA (ex-Emilie), <i>Giño</i> . (2.91)	12-3	—	—	Bq 1P-B	669 654 602	Arg	63 O.91	Jersey	C-Gr-Or-PP-S; ch. m; grp. SS. 91; p. n. 12.90; d. ft. m. 4.94.	50.22 164-9	8.41 27-7	5.74 18-10	.....	Buenos- Aires	A. Fiorita & Co (à Rio-de-Ja- neiro)	B-A. 94						
.	160	EMILIA-L., <i>Longobardo</i> . (10.99)	14	3/3, A	1.1.	G3m 1P-B	409 395 349	Itl	99 O.06	Alimuri <i>Starita</i>	C-P; ch. m. frg; d. ft. m. 8.06; rp. 06.	42.60 139-10	7.60 24-11	4.30 14-1	.....	Castella- mare	T. Astarita (à Naples)	Npl. 8.06						
.	161	EMILIE, <i>Meiners, E.</i> (6.05) 83-96	13-4	5/6, G	1.1.	Glt	103 86 90	Alm	76 O.05	Wismar <i>C. Barmann</i>	C-Ht. ch. frg. sfb; (sal); p. n. 05; car. 7.04; rp. SS. 05.	22.59 74-1	6.03 19-7	2.87 9-4	.....	Barssel	Capt	Wes. 8.07						
.	162	EMILIE, <i>Kraeft, D.</i> (6.05) 73-00	13-3	5/6, P	1.1.	Glt	73 66	Alm	76 O.05	Seedorf <i>G. Krüger</i>	C-Ht. ch. frg. sfb; rp. SS. 00; car. 6.05.	19.4 63-8	5.5 18-0	2.65 8-8	.....	Barth	Capt	Stt. 8.07						
✠	163	EMILIE, <i>Nielsen</i> . (5.93)	16	3/3, L	1.1.	Bq	409 377 360	Dan	93 O.01	Nordby <i>S. Abrahamsen</i>	C-Ht-PP; ch. m. frg; (sal); d. ft. m. 2.05.	39.77 130-5	7.97 26-2	4.87 16-0	.....	Fanø	C. Breinholt	N-Y. 9.06						
.	164	EMILIE (ex-Anna), <i>Früs, A. H.</i> 00-01 (1.07)	13-4	5/6, G	1.1	Glt	99 84 76	Dan	76 O.07	Marstal <i>C. Bager</i>	C. ch. frg; sfb; rp. SS. 97; car. 2.05; p. P. 07.	23.60 77-5	5.90 19-4	2.92 9-3	.....	Marstal	Capt	Svdb 4.07						
✠	165	EMILIE (ex-Iauritz), <i>Schmidt</i> . <i>A. L.</i> (9.92)	16	3/3, P	1.1.	Glt	62 49 58	Dan	92 O.00	Fredrikshavn <i>H. V. Buhl</i>	C-Ht. ch. frg; sfb; (sal); rp-car. 6.03.	21.20 69-7	5.40 17-9	2.32 7-8	.....	Dragøer	Capt	Kngh. 8.07						

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



EMM

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE				
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont					DOUILLAGE — RÉPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																								
	DATE DU TERME																								
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19								
166	EMILIE, <i>Schmidt, A.</i> (4.92)	13-3	—	—	Gls	51 44 45	Dan	59 re.84 0.92	Neuwarp	C-Ht.ch.frg.sfb;(sal); alg.68;p.n.68-84;rp-car SS.3.92	20.34 66-10	4.98 16-4	2.04 6-8	.....	Dragör	Capt	Kngh 96								
167	EMILIE ( <i>ex-Finback</i> ), <i>Piet.</i> (1.02)	11-3	—	—	Glt	80 57	Frç	66 re.86 0.02	East-Boston	C-Sp;ch.m-fr;(sal);sfb; p.n.02;grp.SS.02;rp- car.12.05	26.16 85-10	7.73 25-4	2.80 9-2	.....	St-Pierre- Miquelon	F. Le Buf	St-P. 12.05								
168	EMILIE, <i>Mikkelsen, J. R.</i> (5.97)	9-1	—	—	Glo	172 152	Rss	82 0.93	Ploenen <i>M. Sihpol</i>	P-C.sfb;car.2.96; rp.97.	28.22 92-7	7.93 26-0	3.90 12-10	.....	Riga	P. Powar	Got. 97								
✠ 169	EMILIE, <i>Pavelson.</i> (7.00) (3/3, P.1.1.)	11	...	...	Glt	107 104	Rss	00	Paulshafen <i>A. Andersen</i>	P-C;ch.fr;(sal);sfb;	22.60 74-0	6.47 21-3	2.88 9-5	.....	Paulshafen	Hartmann	Lib. 02								
170	EMILIE, <i>Rosenfeld.</i> (8.91)	8-3	—	—	Glt	88 78	Rss	87 0.91	Wandsen <i>Damkahn</i>	P-C. à clin;ch.fr; p.P;car.7.91.	21.0 68-11	6.40 21-0	2.75 9-0	.....	Libau	I. J. Wauman	Riga 91								
✠ 171	EMILIE-GALLINE, <i>Arnaudit- zon.</i> (4.04) P.C. 6-85 (8.06)	I	3/3, L	1.1.	Bq 1 P-B	1943 1697	Frç	99 V.04	Nantes Chan- tiers de la Loire	A.2comp;D.17m;R.R. 5m50;R. N.12m90,G. 12m201p A.rp.06;car.0.07.	32.44 270-6	12.10 39-8	6.80 22-4	54 1/2 57 1/2	Le Havre	Société des Voi- liers Français (à Paris)	Qst. 9.07								
172	EMILIE-T. ( <i>ex-Henri-Morgan- than</i> ), <i>Jan.</i> (3.06)	13-3	3/3, G	1.1.	Glt	90 85	Frç	85 0.99	Bath (Me)	C-PP-P;ch.m-frg; (sal);sfb;rp.02;car.12.05	27.31 89-8	7.10 23-4	2.70 8-10	.....	St-Pierre- Miquelon	A. Théberge	St-P. 1.06								
✠ 173	EMILY-F.-WHITNEY, <i>Brig- man.</i> (3.93)	13-7	—	—	3 m 2 P	1818 1207	Amr	79 0.93	East-Boston <i>A. Gove</i>	C-PP-Ht.ch.m.fr.1 p. P;lp.PP;(sal);rp.SS.3; d.ft-m.3.97.	58.82 193-0	11.45 37-7	7.01 23-0	.....	Boston	Alexander & Baldwin	N-Y.99 c.v.97								
✠ 174	EMILY-REED, <i>Baker.</i> (11.01)	13-3	—	—	3 m 2 P	1565 1467	Amr	80 0.02	Waldoboro <i>A.R. Reed &amp; Co</i>	C-PP. ch.m-frg;(sal); SS.95;d.ft-m.11.99;rp. 02.	65.53 215-0	12.38 40-7	7.35 24-1	.....	San-Fran- cisco	Hind, Rolph & C°	Vev. 02 c.v.02								
✠ 175	EMMA, <i>Niehaus.</i> (5.96) 86-04	13	3/3, A	1.1.	G3m	236 197	Alm	96 0.02	Papenburg <i>Rud. H. Meyer</i>	C-Ht.PP;ch.m.frg; (sal);p.PP;d.ft-m.10.05	33.25 100-1	6.64 21-10	3.42 11-3	.....	Papenburg	Rud. H. Meyer	Hbg 9.07 c.v. 9.07								
✠ 176	EMMA, <i>Müther, F.</i> (9.95)	13-4	—	—	Glt	84 74	Alm	71 0.95	Stralsund <i>P. Peuss</i>	C-Ht.ch.frg.sfb;p.P (sal);rp-car.SS.9.95	21.2 69-7	5.4 17-8	2.82 9-3	.....	Stralsund	Capt	Kngh.97								
✠ 177	EMMA, <i>Lenck, J.</i> (7.03)	16-6	5/6, P	1.1.	Glt	82 69	Alm	78 0.03	Barth <i>J. Kräft</i>	C-Ht.ch.frg.sfb;p.P (sal);rp.SS.99;car.7.03.	20.3 66-7	17.5 5-3	2.69 8-10	.....	Barth	Capt	Brth 5.06								
✠ 178	EMMA ( <i>ex-Patrimonium</i> ), <i>Ulrich.</i> (3.05) 87-04	I	3/3, P	1.1	Tk dv. 1m	80 59	Alm	88 V.05	Martenshoek <i>Gebr. Bodevees</i>	F; 3 comp; G.E./d. pltp.F;rp-car.3.05	21.80 71-7	4.90 16-1	2.07 6-10	.....	Hamburg	Capt (à Wilster)	Hbg 3.05								
✠ 179	EMMA, <i>Wegener, H.J.</i> (8.01)	16	3/3, P	1.1.	Gls	64 49	Alm	01	Uetersen <i>Schedelgarn</i>	C-Ht;ch.frg;(sal); sfb;car.6.05.	21.85 71-8	5.80 19-0	2.19 7-2	.....	Hamburg	Capt (Estebrugge)	Hbg 6.05								
180	EMMA, ..... (10.05)	13-3	5/6, G	1.1.	G3m	148 128	Ang	77 0.05	Padstow <i>J. Cowl &amp; Sons</i>	C-Or-PP;ch-m-frg; sfb;grp-car.10.05.	30.17 99-0	7.06 23-2	3.66 12-0	23 26	Padstow	W. L. Jenkin (à Newquay)	Flm. 10.05								

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DIPHTH OF HOLD	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	RIG	NUMBER OF DECKS	GROSS REGISTER under deck				SHEATHING	REPAIRS								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
•	181	EMMA, <i>Lember.</i> 98-03	(9.06)	8-4	5/6, G	1.1.	G3m	232 230	Rss	90 O.06	Rotzkill <i>A. Sepp</i>	P-C; ch. fr. sfb; (sal); SS 03; rp-car. 5.06.	30.56 100-3	8.06 26-5	3.78 12-5	.....	Arensburg	Tear & Horst	Riga	9.06	
✦	182	EMMA, <i>Berglund.</i> (3.03)	(3.03)	12-2	—	—	B-G	198 169 174	Rss	75 O.98	Eckerna-Warf <i>A. Ahlberg</i>	P-C; ch. frg. sfb; (sal); SS 98; car. 12.96; rp. 03.	29.59 97-1	7.24 23-5	3.76 12-4	.....	Nystad	J. A. Malen (à Lökö)	Svdb 03 c. v. 99		
✦	183	EMMA, <i>Andersson.</i> (6.99)	(6.99)	12	3/3, G	1.1.	G3m	129 112	Sds	99 O.05	Sodra Garn <i>J. A. Svensson</i>	P-C; ch. frg; (sal); sfb; car. 3.05; rp. 05.	26.70 87-5	6.38 20-11	3.02 9-11	.....	Kristine- hamn	P. A. Åström	Hbg	6.07	
•	184	EMMA ( <i>ex-Toekomst</i> ), <i>Mår- tensson.</i> (8.05)	(8.05)	11-3	5/6, G	1.1.	Glt	111 93	Sds	83 O.05	Anvers	C-PP-P; ch. frg. sfb; rp-car. 7.05	29.69 97-5	7.01 23-0	3.12 10-3	.....	Limhamn	Capt	Hlsb.	8.05	
✦	185	EMMA, <i>Jönsson.</i> (3/3, P. 1.1.)	(4.99)	14	...	..	Glt	52 40	Sds	99	Wiken <i>J. Hagerman</i>	C-P; ch. frg; (sal); sfb.	21.37 70-1	5.64 18-6	1.93 6-4	.....	Island Hveen	H. Nilsson	Hlsb	99	
✦	186	EMMA, <i>Johansson, C. O.</i> (3/3, P. 1.1.) (9.00)	(9.00)	14	...	..	Gls	89 81	Sds	00	Landskrona <i>Gustafsson</i>	C-H-P; ch. frg; (sal); sfb.	16.78 55-1	5.15 16-11	1.78 5-10	.....	Hven	Capt	Hlsb	00	
•	187	EMMA-CATHARINA, <i>Schrum. M.</i> (10.01)	(10.01)	12-3	—	—	Sng dv	34 31	Alm	75 O.02	Nübbel <i>H. Küh</i>	C-Ht; sfb; grp. 97; rp-car. SS. 4.02.	17.1 56-0	5.6 18-4	1.42 4-8	.....	Rendsburg	Capt (à Breiholz)	Flsb.	02	
•	188	EMMA-FELICE, <i>Tedeschi.</i> (4.03)	(4.03)	13-1	—	—	B-G	127 121 127	Itl	83 O.96	Castellamare <i>C. Bonifacio</i>	C-P; ch. m-frg; SS. 96; d. ft-cv. 5.96; rp. 02.	27.58 90-6	6.80 22-4	3.52 11-7	.....	Palerm	P. Mormino & C. Tedesco (à Termini)	Npl.	03	
•	189	EMMA-JANE, <i>Laroche.</i> (9.91)	(9.91)	13-6	—	—	Glt	97 93	Ang	54 re. 91	Dorchester	C-PP; ch. m-frg; p. PP. 91; re. SS. 91; d. ft-m. 9.91	25.60 84-0	7.01 23-0	2.27 7-5	.....	Port-Louis (Maurice)	Emile Autard	Maur.	93	
✦	190	EMMA-LAURANS, <i>Bouillé.</i> P. C. (2.07)	(5.06)	1	3/3, L	1.1.	Bq 1 P-B	2152 1907	Frç	02 V.06	Le Havre <i>Forges &amp; Chate- liers</i>	A; 2 comp; D. 17m; R. 1m50A 12m70; G. 11m50 rp. 06; car. 2.07.	85.38 280	12.29 40-4	6.88 22-7	56½ 59½	.....	Le Havre	Sté des Voiliers Français (Paris)	Hv.	2.07
✦	191	EMMA-R-SMITH, <i>Foot.</i> (12.04)	(12.04)	13-3	3/3, A	1.1.	Bq 1 P-B	392 371 373	Ang	83 O.03	Hantsport <i>J. B. North</i>	Sp-PP-B-Ht-C; ch. m- frg; (sal); rp. SS. 98; d. m. 4.03.	39.90 131-0	9.10 30-0	4.82 15-10	.....	Windsor (N-S)	L. A. Van Ro- mond	N-Y. c. v. 9.05		
•	192	EMMA-&-ROBERT, <i>Fröberg.</i> (12.89)	(12.89)	14-6	—	—	Bq 1 P-B	459 423	Sds	67 O.90	Rostock <i>Padderatz</i>	C-Ht; PP-ch. m-frg; sfb; (sal); p. S; grp. 84; SS. 90; car. 7.95.	38.81 127-4	8.18 26-10	5.67 18-7	.....	Norrtelje	J. Mattsson	N-C.	95	
•	193	EMMANOUIL, <i>Mathioudis.</i> (7.01)	(7.01)	12-3	—	—	Bq 1 P-B	196	Tre	87 O.01	Sinope	C-P; ch. m-frg; d. m. 11.00; rp. SS. 01.	31.55 10-6	7.20 23-8	4.45 14-7	.....	Chio	D. I. Vlissidis	Smn.	01 c. v. 01	
✦	194	EMMY, <i>Kraemmer, R. J.</i> <i>Motpur aux.</i> 00-06 (11.06)	(11.06)	16	3/3, P	1.1.	Glt	57 41 46	Dan	06	Svendborg <i>J. Ring Andersen</i>	C-Ht; ch. frg; (sal); sfb.	20.78 68-2	5.90 19-4	1.95 6-5	.....	Svendborg	Capt	Svdb.	11.06	
✦	195	EMPEREUR-MENELIK, P. C. 6-85 (6.06)	Moret. (7.05) 02-02	1	3/3, L	1.1.	Bq 1 P-B	1976 1743	Frç	00 V.05	Nantes <i>A. Dubigeon</i>	A; 2 comp; D. 17m70; R. R. 6m10; R. N. 11m50; G. 12m60; rp. 00; car. 5.07.	79.65 261-4	11.85 38-11	6.85 25-9	56 59	.....	Nantes	Sté des Arma- teurs Nantais	Qst	5.07

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUPLAGE — RÉPARATIONS		LONGUEUR EN PIÈDES ET POUÇES	LARGEUR EN MÈTRES	CRUEUX DE CALE EN POUÇES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE					
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont	10			11	12	13	14								15	16	17	18	19
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																										
	DATE DU TERME																										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19									
✠ 196	ENCHANTERESSE, Grégam. (4.02) 96-04	13	3/3, G	1.1.	Dy	89 70	Frç	02	Ploubazlanec Y. Pitvin	C-Or;Ht;ch.frg; (sal);sfb.	23.41 76-10	6.61 21-8	2.82 9-3	.....	Tréguier	de Kerguezec & Allain	Pmp. 4.06 c.v. 4.06										
✠ 197	ENGELINA, Simer, M. (3.02)	13-4	—	—	Kff dv. 4m	35	Alm	88 O.02	Edewecht Kramer	C-Ht;ch.fr.sfb;rp- car.3.02.	17.0 55-9	4.1 13-6	1.65 5-5	.....	Barsseler- moor	Capt	Hbg 02										
198	ENGELINE, Jacobs, H. (7.92)	12-6	—	—	Ik. dv.	27 26	Alm	80 O.92	Warsings- fehn	C-Ht;ch.fr;sfb;p.S; rp-car.SS.7.92	16.50 54-2	4.20 13-10	1.56 5-2	.....	Rhauder- fehn	Capt	Leer 92										
✠ 199	ENOK, Jacobsen, A.P. (8.00) 74-00 (3/3, P.1.1.)	16	...	...	Glt	48 84 40	Dan	90	Svendborg Chr. Andersen	C-Ht;ch.frg;(sal); sfb;car.7.01.	19.30 63-4	5.46 17-11	1.98 6-6	.....	Rudkjø- bing	Capt	Kngh.04										
200	ENRICO-SECONDO, Berti. (10.06)	13-2	3/3, G	1.1.	Glt	80	Itl	87 O.06	Viareggio	C-P;ch.m.frg;d.ft- m.9.03;rp.03.	22.60 74-2	6.64 21-10	2.80 9-2	.....	Livourne	Mansueto Tomei	Lva. 12.06 c.v. 1.06										
✠ 201	ENSENADA, Morris. (3.04)	12-6	3/3, L	1.1.	Bq 4 m 1 P-B	1072 999 925	Ang	89 O.01	Maitland(N-S) W. Cameron	B-C-Sp-PP; ch.m.frg (sal);d.ft-m.3.04;rp.SS. 04.	59.74 196-0	11.27 37-0	5.82 19-1	.....	Windsor (N-S)	J. F. Whitney & Co	N-Y. 2.07 c.v. 2.07										
✠ 202	ENTERPRISE, Steves. (8.06)	11-3	3/3, A	1.1.	Bq G	553 499 439	Ang	91 O.02	Hopewell-Cape (N-B, B.P. Janieson)	Sp-B-PP-C;ch.m.fr; sal;SS.02;d.ft-m.8.06; rp.06.	48.54 159-3	10.15 33-4	3.96 13-0	29 32	Moncton (N-B)	Alex. Wilson (St-John N-B)	St-J. 9.06										
203	ENTERPRISE, Palmer. (6.92)	10-3	—	—	Kt	71	Ang	74 O.92	Harwich	C-PP-P;ch.fr;sfb; grp-car.SS.6.92	24.88 81-8	6.02 19-9	2.01 6-7	.....	Harwich	Thos. W. Ho- ward	Ld. 92										
✠ 204	EOS, Christensen. —-02	16	3/3, G	1.1.	G3m	179 147 175	Dan	02	Marstal N. Hansen	C-Ht;ch.frg;(sal); sfb;car.5.07	32.30 106-0	7.75 25-5	3.26 10-8	.....	Marstal	C.W. Clausen	Svob. 5.07										
✠ 205	EOS, Nilsson. (4.02)	16-4	—	—	Glt	99 87	Sds	67 O.02	Nykjöbing E. Benson	C-Ht;ch.frg;sfb(sal) p.P.82;grp-car.SS.4.02.	23.98 78-7	5.93 19-5	3.05 10-0	.....	Åhus	F. N. Ahman	Crh.02										
206	EPERLAN, Le Foricher. 01-05 (5.05)	14	3/3, P	1.1.	Dy	54 42	Frç	05	Kerity Bonne	C-Or-Ht;ch.frg; sfb;p.S.	18.47 60-7	5.55 18-2	2.60 8-6	.....	Tréguier	G. Le Fori- cher	Bx 5.07										
✠ 207	EQUATOR, Råak. 91-05	12-6	3/3, G	1.1.	B G 3 m 1 P-B	432 347	Rss	92 O.05	Haynasch M. Mangus	P-C;ch.frg;(sal);p P; rp-car.SS.5.05;d.ft- z.4.06.	41.75 137-0	8.70 28-6	5.05 16-6	.....	Riga	Gebr. Weide	Hbg 4.06										
✠ 208	EQUATOR, Sjöblom. (5.02)	14-3	—	—	Bq 1 P-B	531 486	Sds	77 O.02	Sundsvall J. Sjölen	P-C; ch. m.frg;(sal); S; souff. pr. 93;rp.96;d. ft-m.5.02;SS.00.	47.70 156-6	6.84 22-5	5.17 17-0	.....	Östra- Edsvik	J.A.Johansson	N-C. 12.05 c.v. 05										
✠ 209	ERATO, Jansson, Nils. (8.01) (3/3, P. 1.1.)	10	...	...	Glt	85 73	Sds	01	Eckerna Warf J. Johansson	A-C-P;ch.frg;sfb; car.6.05.	22.30 73-2	6.15 20-2	2.35 7-9	.....	Kallö	Capt	Got. 6.05										
✠ 210	ERHARDT, Larsen. (4.01) 88-01	16	3/3, G	1.1.	3mG	221 196 210	Dan	01	Thurö N. P. Petersen	C-Ht;ch.frg;(sal); sfb;car.1.07.	34.12 109-2	8.10 23-8	3.64 11-7	.....	Svendborg	C.V. Petersen	Svob. 2.07										

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	211	ERIDAN, <i>Laurent</i> . (4.99) 87-06	16	3/3, L	1.1.	Bq 2 P	790 694	Frç	99 O.06	St-Malo <i>A. Bossard</i>	C-Or; ch.m-frg; (sal); G.E;rp.06;d.m.9.03.	46.03 151-0	10.00 32-10	6.10 20 0	[41] [44]	Le Havre	Le Bouteiller	Card. 6.06 c.v.10.06	
✠	212	ERIK, <i>Christensen</i> . (5.06) 05-05	16-6	5/6, G	1.1.	G3m	217 191 205	Dan	80 O.06	Svendborg <i>J. R. Andersen</i>	C-Ht;ch.m-frg; (sal); sfb;p.PP.06;rp-car. SS.6.06.	35.00 115-0	7.13 23-5	3.42 11-3	.....	Svendborg	J. M. Hansen	Svdb. 7.06	
✠	213	ERIK, <i>Clausen</i> . (3.01) (3/3, P.1.1.)	15	...	..	Gls	25 15 24	Dan	01	Faxe <i>J. Koefoed</i>	C-Ht;ch.frg;sfb.	15.51 50-11	4.49 14-9	1.88 6-2	.....	Akubreyri	Gudmanns Efterfolger	Svdb.01	
✠	214	ERIN'S-ISLE, <i>Dixon</i> . (12.02) P. C. (4.03)	15-4	—	—	3 m 2 P-B	1778 1646 1606	Ang	77 O.03	St-John(N-B) <i>J. M'Fee</i>	Sp-B-PP-C-Hk.ch.m- frg;(sal); 2 p.Sp.SS.96; d.ft-m.3.03;rp.99.	67.50 221-6	12.24 40-2	68 71	==	Liverpool	Chas. E. de Wolf & Co	Ld. 7.05	
.	215	ERINIO, <i>Parthenopoulos</i> . (8.92)	12-2	—	—	Bk	311	Grc	75 O.92	Syra	C-PP;ch.cv.frg;sfb; rp-car.SS.8.92.	38.00 124-8	8.50 27-10	5.50 18-0	.....	Syra	D. E. Parthe- nopoulos	Cnst.92	
✠	216	ERLING (ex-Geneviève), <i>Danielsen</i> . (7.01) 87-03	1	—	—	Bq 1 P-B	1028 923 902	Nrw	94 V.01	St-Denis <i>Anciens etablisse- ments Cail</i>	A.3 comp; D. 12m; G. 10m; R.8m; lp.b;rp.01; car.9.04.	61.48 201-9	10.60 34-10	6.60 21-8	==	Fredrik- stad	Äas & Cap- pelen	Av. 04	
.	217	ERLING, ..... (9.91)	11-2	—	—	Bq 1 P-B	362 326 316	Nrw	75 O.91	Grimstad <i>J. Tellefsen</i>	P-C.ch.m-frg.d.ft- m.9.91;(sal);SS.86;rp.91	37.19 122-0	8.41 27-7	4.57 15-0	.....	Skien	Niels F. Byc & Co	Glsg.91	
.	218	ERMOUPOLIS, <i>Pithis</i> . (9.93)	11-4	—	—	Bq 1 P-B	495	Grc	82 O.93	Syra <i>A. Livadaros</i>	C-Ml-P.ch.m-frg; d.ft-m.8.93;rp.93.	41.5 136-0	9.1 30-0	5.79 19-0	.....	Syra	M. & J. Pis- sias	Cnst.93	
✠	219	ERNA, <i>de Buhr</i> . (3.02)	14	3/3, G	1.1.	Glo	103 84	Alm	02	Fünfhausen <i>J. F. Streng &amp; Sohn</i>	C-Ht-PP;ch.frg; sfb;rp-car.2.05.	25.54 83-10	5.96 19-6	2.44 8-0	.....	Brake	J. Strüfing	Hbg 3.17	
✠	220	ERNA, <i>Lehmann, C.</i> (8.04)	15	3/3, P	1.1.	Glt	49	Alm	04	Barth <i>C. Holzerland</i>	C-Ht;ch.frg;(sal); sfb.	21.20 69-7	5.93 19-6	2.12 7-0	.....	Stettin	Capt	Stt. 11.06 c.v.11.06	
✠	221	ERNA, <i>Poulsen, H. M.</i> 68-70 (3.06)	16-2	5/6, G	1.1.	Glt	133 114 131	Dan	70 O.00	Assens H. <i>Christoffersen</i>	C-Ht.ch.m-frg;(sal); sfb;p.P.94;rp.SS.00; car.3.05.	28.59 93-10	6.35 20-10	3.19 10 6	.....	Faaborg	Capt	Svdb. 3.06	
.	222	ERNANI, <i>Fikerpuu</i> . (5.00) 00-02	8	3/3, P	1.1.	Glt	134 127	Rss	99 O.04	Loksa <i>Wendelin</i>	P-C;ch.fr-frg;(sal); sfb;car.4.04.	27.28 89-5	7.87 25-10	3.00 9-10	.....	Reval	B. Mölder	Ptb. 6.06	
✠	223	ERNDE, <i>Engellandt</i> . (8.04) 88-03	1	3/3, P	1.1.	Tk dv. bsc	102 84 98	Alm	97 V.04	Stadskanaal <i>G.v.d.Werf</i>	A-F; 2 comp; G.E;fd. plt;p.F;car.8.04;rp.04	25.12 82-5	5.62 18-5	2.26 7-5	.....	Breiholz	Capt	Hbg 04	
.	224	ERNDE, <i>Bruhm, C. P.</i> (12.95)	11-4	—	—	Gls Ev	47 35	Alm	70 O.96	Uetersen <i>J. Schedelgarn</i>	C.sfb;1/2V;fd.plt; p.S;car.7.96.	21.0 69-0	6.1 20-0	1.90 6 3	.....	Altona	Capt	Strs.98	
✠	225	ERNEST-LEGOUVÉ, <i>Caudal</i> . P.C. 6-86 (7.06) (4.05)	1	3/3, L	1.1.	Bq 1 P-B	2246 1868 1947	Frç	01 V.05	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D.17m; R. 6m50 et 12m70; G. 11m80;car.9.07.	84.31 276 8	12.29 40-4	6.87 22-6	56 ½ 59 ½	Nantes	Norbert & Claude Guillou	Qst. 9.07	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



NAVIRES & CAPITAINES			CLASSIFICATION		GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUILLAGE — REPARATIONS		LONGUEUR EN METRES 13 EN PIEDS ET POUCES	LARGEUR EN METRES 14	CREUX. DE CALE 15	FRANC BORD EAU SALE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE							
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		Brut Net Sous le pont	8			9	10	11	12								13	14	15	16	17	18	19
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																											
DATE DU TERME																											
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19										
✠	226	ERNEST-REYER, Dieulengard. (6.06) P.C. 6-85 (6.06)	1	3/3, L	1.1.	Bq 1 P+Bq	2708 2278 2201	Frq	02 V.06	Rouen Chantiers de St-Nazaire	A; 2 comp; D. 41m50; R. 13m50; G. 15m; rp-car. 8.06.	86.20 282-9	13.44 40-10	6.91 22-8	46 49	Nantes	Norbert & Claude Guillon	Card. 8.06									
✠	227	ERNESTINE, Vizé. (12.06)	14-2	3/3, A	1.1.	Glt	160 124	Frq	82 O.07	St-Malo F. Gautier	C-Or-PP.ch.m-frg; p.P.99;SS.97;d.m.1.07.	28.40 93-2	6.20 20-4	3.50 11-6	.....	St-Malo	J. Chevalier	St-M. 2.07									
•	228	ERNESTO (ex-Jaime-Millet), Salinas. (10.05)	13-3	5/6, A	1.1.	B-G	217 205	Esp	71 O.04	Blanes	C-Ml-PP;ch.cv;d. m.11.04;grp.ss.00;rp.04	32.10 105-4	7.60 25-0	4.11 13-5	.....	Barcelone	V. Salinas (à S <sup>te</sup> Pola)	Brc. 10.05									
✠	229	ERNST, Jensen, M.V.(4.94)	13-6	—	—	Glt	77 66 73	Dan	79 O.94	Stettin A. Sieg	C-Ht-PP;ch.frg.sfb; (sal);p.P;rp.SS.94;car. 2.96.	22.0 72-0	5.8 19-0	2.55 8-4	.....	Rönne	Capt	Dz. 96									
✠	230	ERNST-&ALFRED, Grikke. (8.04) 98-05	11-3	—	—	G3m	394 317	Rss	91 O.05	Melseil R. Thum	P-C;ch.frg;sfb;(sal) rp.99;car.8.03;SS.05.	37.60 123-4	8.30 27-3	4.05 13-3	.....	Riga	Gebr. Moritz	Riga 5.05									
•	231	ERNST-DAVID, Berg. 87-06 (10.06)	3-2	5/6, G	1.1.	G3m	304 284	Rss	87 O.06	Peter-Capel S. Grewe	P-C;ch.fr.sfb;p.P; rp-car.SS.11.06.	36.33 119-1	7.97 26-2	3.81 12-6	.....	Riga	Gebr. Grewe	Riga 11.06									
•	232	EROE-DI-CAPRERA, Bottaro. (5.07) 70-79	13-5	5/6, M	1.1.	B-G	69 50	Itl	63 O.03	Bari	C-P-PP; ch.frg; sfb; p. n.S4;rc.95;SS.03;rp- car.5.07.	19.01 62-4	5.75 18-10	2.95 9-8	.....	Syracuse	Franc. Botta- ro & C <sup>o</sup>	Src. 5.07									
✠	233	EROS, Petersen. (10.05) 83-05	16	3/3, P	1.1.	3mG	66 51 62	Dan	05	Rudkjöbing J. Boas	C-Ht;ch.frg;(sal); sfb;p.PP.	22.82 74-10	5.96 19-6	2.22 7-3	.....	Rudkjö- bing	A. Nielsen	Svdb 10.05									
✠	234	EROS(ex-Les-Adelphes), P.C. 6-85 (6.07) Danielsén. (10.04)	1	3/3, L	1.1.	Bq 1 P-B	1259 1144 1166	Nrw	91 V.04	Nantes A. Dubigeon	A; 2 comp; D. 11m20; R.A. 9m80; G. 12m20; p.PP;rp.07; car.3.07.	74.31 243-9	10.83 35-7	6.19 20-4	.....	Mandal	A.P. Ulriksen	Hbg 6.07									
✠	235	EROS, Isachsson. (10.97) 87-01	3	—	—	Glt	171	Rss	97	Kimito G.A. Kronström	P-S;ch.frg;(sal);sfb	27.00 88-72	7.59 24-11	2.88 9-6	.....	Kimito	A.E.Mattsson	Wes.03									
✠	236	ERSKINE-M-PHELPS, Gra- CLAYTON APP. ham. (5.05)	1	3/3, A	1.1.	4 m 2 P-B	2998 2765	Amr	98 V.05	Bath (M <sup>e</sup> ) Ar- thur Sewall & C <sup>o</sup>	A; 2 comp;car.5.05; rp.06.	95.13 312-1	13.76 45-2	7.77 25-6	.....	Bath (M <sup>e</sup> )	Arthur Sewall & C <sup>o</sup>	Hnl. 1.06									
•	237	ESMERALDA, Rowles.(12.98)	12-3	—	—	G3m	145 119	Ang	60 O.98	Brixham Richardson	C-Cn-PP;ch.m-frg; sfb;rp-car.SS.12.98	29.70 97-5	6.60 21-8	3.53 11-7	==	Gloucester	A. Johns	Plm.98									
✠	238	ESMERALDA, Tengström. (8.01)	13-6	—	—	Bq 2 P	801 765 765	Rss	75 O.01	Bremerhaven H. F. Ulrichs	C-PP-Ht;ch.m-frg; (sal);SS.01;d.ft-m.10.01 rp.02.	48.90 160-5	9.35 30-10	6.09 20-0	.....	Mariehamn	J.V. Karlsson	Lvp. 02 c.v.02									
✠	239	ESMERALDA, Larsson.(4.03) — - 92	12-4	—	—	Bk	281 198	Sds	72 O.03	Calmar S. P. Beck	S-C;ch.m.sfb;SS.85; rp-car.4.03.	34.68 113-10	7.11 23-4	3.46 11-4	.....	Brantevik	Lars Jönsson	Got. 03									
•	240	ESPERANÇA (ex-Ripple), da Costa Baira. (5.05)	14-4	5/6, A	1.1.	Glt	217	Ptg	75 re.01 O.05	Dartmouth	C-PP.ch.m-v(sal);p.n. 01; rc.01; d.ft-m.1.03.	30.78 101-0	7.26 23-10	3.96 13-0	.....	Lisbonne	Francisco Rodrigues	Lish. 11.05 c.v.05									

N. B. — Les traits — — indiquent que la coté est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND															
	DATE OF TERM																				
	1	2	3			4														5	6
+	241	ESPÉRANCE, Gouday. (1.03)	15	3/3, G	1.1.	B-G	194 152	Frç	03	Cancale <i>Lhotellier</i>	C-Or;sf;ch.m-frg; sf;	30.25 99-3	7.86 25-10	3.85 12-8	.....	Cancale	Jean Allo	St-M. 2.07 c. v. 2.07			
.	242	ESPÉRANCE, Blondel. (8.06)	12-3	3/3, G	1.1.	Glt	86 68	Frç	88 0.06	Boulogne <i>Hautin</i>	C-Or;ch.frg;sf; grp.97;rp-car.9.06	21.90 71-10	6.55 26-1	3.08 10-1	.....	Boulogne	Capt	B-I. 9.06			
+	243	ESPÉRANCE, Jouanjean. 97 - 03 (9.03)	15	3/3, G	1.1.	Dy	74 55	Frç	03	Kerity <i>Perrot</i>	C-Or-Ht;ch.frg; sf;rp-car.12.06.	21.49 70-6	6.29 20-8	2.73 9-0	.....	Cherbourg	Jouanne	Chb. 12.06			
.	244	ESPÉRANCE, Kervarec. (10.98)	10-4	—	—	Slp Dy	66 47	Frç	80 0.98	Boulogne <i>Hautin</i>	C-Or.ch.frg.sfb;rp.94; p.n.94;rp.96;car.4.00.	19.62 64-5	6.20 20-4	2.80 9-3	.....	Boulogne	Pichon-Flour	Dk. 00			
.	245	ESPÉRANCE, Leclère. (3.03) 76-03	10-2	—	—	Slp	49	Frç	73 0.00	Boulogne	C-Or-S.sfb;grp;SS. 95;car.3.03.	17.8 58-5	5.6 18-4	2.57 8-5	.....	Cherbourg	Ribot	Chb.03			
.	246	ESPÉRANCE, Ybert. (5.99)	12-6	—	—	Glt lat.	26 22	Frç	92 0.99	Gravelines <i>Verdois</i>	C-Or;ch.frg;(sal); sf;rp-car.5.99.	15.20 49-10	4.92 16-2	2.15 7-1	.....	Le Château (Ile d'Oleron)	Capt (à l'Aiguillon s/Mer)	L-R. 01			
.	247	ESPÉRANCE Deen, K. (5.07)	II	3/3, P	1.1.	Tk dv 1m bsc	82 67 70	P.B	06	Stads-Kanaal <i>L. Mulder</i>	A; 2 comp; fd. plt; GE; 1 p.A.	24.47 80-3	4.98 16-4	2.04 6-8	.....	Groningen	Capt	Eng. 5.07			
.	248	ESPÉRANCE (ex-Erndte), Degroot, J. (5.97)	12-2	—	—	Tk dv. bsc	65 39	P-B	72 0.94	Sappemeer <i>J. K. Mulder</i>	C;sf;fd.plt;SS. 94;rp-car.5.97.	22.20 73-0	4.60 15-1	2.15 7-1	.....	Wilder- vank	Capt	Am. 97			
+	249	ESPIÈGLE, Hamon. (5.03) 98 - 03	15	3/3, G	1.1.	Glt	115 88	Frç	03	Kerity <i>Bonne</i>	C-Or;ch.frg;sf.	26.75 87-9	7.07 9-10	3.00 23-2	.....	St-Brieuc	Y. Thomas	Pmp. 7.07 c. v. 7.07			
+	250	ESSIE, Nilsson. (9.96)	12	3/3, P	1.1.	Glt	76 62 72	Sds	96 0.02	Sjötorp <i>S. Groth</i>	P-C;ch.frg;p.P; (sal);sf;car.7.06.	22.86 75-4	5.79 19-0	2.45 8-0	.....	Brantevik	L. Nilsson	Stt. 7.06			
+	251	ESTAFETTE, Regnier. (6.98)	16-3	—	—	Ctt	47	Frç	81 0.98	Redon <i>L. Mabon fils</i>	C.ch.frg.sfb;car.SS 6.98.	17.2 56-5	5.5 18-0	2.40 7-10	.....	Oléron	F. Régnier	L-R. 00			
+	252	ESTELLE-LÉON, Bonary. (3.06)	16-3	3/3, G	1.1.	Kt	81 70	Frç	91 0.06	St-Malo <i>Gautier</i>	C-Or;ch.frg;sf; (sal);car.10.99.	25.10 82-4	5.86 19-3	2.87 9-6	.....	Lannion	J. Lessillour	Bist 11.06 c.v.11.06			
.	253	ESTER, Drossel, C. (12.99)	13-5	—	—	Gls	40 38	Alm	76 0.99	Fuhlendorf <i>C. Schröder</i>	C-Ht.ch.frg.sfb;(sal); rp-car.SS.9.99.	15.9 52-0	5.2 17-0	2.17 7-2	.....	Stralsund	Capt	Strs.00			
.	254	ESTER, Johansson, C. (3.05)	10-5	3/3, P	1.1.	Glt	37	Sds	95 0.05	Sjötorp <i>S. Groth</i>	P-C;ch.frg;sf; (sal);rp-car.SS.3.05.	19.14 62-10	5.34 17-7	2.15 7-1	.....	Lands- krona	Capt	Hlsb. 3.05			
+	255	ESTHER, Fabricius. (11.04)	I	3/3, A	1.1.	G3m A.&U.P.	268 224 257	Dan	04	Martenshoek <i>G. &amp; H. Bodevies</i>	A;2comp;1p.A;car. 10.07.	37.40 122-8	7.76 25-6	3.50 11-6	.....	Skive	F. Kielgast	Cdx 10.07			

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## EUF

-Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN METRES 13	LARGEUR EN METRES 14	CREUX DE CALE EN PIEDS ET POUCES 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE								DOUILLAGE									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL												RÉPARATIONS									
	DATE DU TERME																					
2	3		4	5	6	7	8	9	10	11	12							17	18	19		
✠	256	ESTHER (ex-Trine), Han- sen, A. (5.94) 89-00	13	3/3, P	1.1.	Glt	57 48 54	Dan	94	Nysted F. Sparre	O.02	C-Ht;ch.frg;sfb; car.8.01.	22.30 73-2	5.74 18-10	2.17 7-2	.....	Marstal	Capt (à Ommel)	Dz 01			
✠	257	ESTHER, Eriksson. (10.02)	10-5	—	—	G3m 1 P-B	384	Rss	93	Kimito G.A. Kronström	O.03	P-S;ch.m-frg;(sal); d.ft-m.2.03;rp.05.	40.00 131-0	8.84 29-0	4.42 14-5	.....	Kimito	W. Sjöholm	Hv. 12.05 c.v. 05			
.	258	ESTHER, Sau. (6.02) (3/3, P. 1.1.)	8	...	..	Glt	81 71	Rss	02	Port Harra Wendelin		P;ch.frg;sfb;(sal).	23.80 78-1	6.86 22-6	2.36 7-9	.....	Reval	B. Mölder	Rvl 02			
✠	259	ETHEL-CLARKE, Emenau. (8.03)	12-6	3/3, A	1.1.	Bq G	494 397 360	Ang	91	Bear River (N- S) Clarke Bros	O.96	Sp-B-Ht-C-P.ch.m-frg- (sal);SS.03;rp.07;d.ft- m.8.07.	43.38 142-4	9.75 32-0	3.72 12-2	.....	Digby (N-S)	Clarke Bros	N-S. 8.07			
✠	260	ETHYL-B.-SUMNER, Beattie. (8.01)	12	3/3, G	1.1.	G3m	353	Ang	01	Harvey (N-B) F. W. Sumner	O.06	Sp-B-C;ch m-frg; (sal);sfb;rp-car.11.06.	41.72 136-11	9.14 30-0	3.69 12-1	.....	Moncton (N-B)	F. W. Sumner	N-S. 11.06			
✠	261	ÉTINCELLE, Jéans. (2.04)	16-6	5/6, G	1.1.	Glt	117 94	Frç	79	Dunkerque Lefebvre	O.01	C-Or;ch.cv-frg;sfb;(sal) p.S;SS.94;rp-car.2.06.	27.57 90-6	6.50 21-4	3.32 10-11	.....	Dunkerque	Edm. Nissen	Dk. 2.06			
✠	262	ETNA, Storm. Moteur aux. (8.07)	16	3/3, P	1.1.	Glt	71 50 68	Dan	07	Aalborg P. Bonnesen		C-Ht;ch.frg;(sal); sfb.	22.91 75-2	5.94 19-6	1.98 6-6	.....	Esbjerg	C. Breinholt	Vjl. 8.07			
✠	263	ÉTOILE, Meudal, B. (9.98) 03-03	13	3/3, P	1.1.	Dy	50 40	Frç	98	Paimpol Laboureur	O.06	C-Or;ch.frg;sfb; car.7.06.	17.98 59-0	5.86 19-3	2.65 8-8	.....	Tréguier	B. Meudal (à Pleubian)	Pmp. 7.06			
✠	264	ÉTOILE-D'ARVOR, Le Meur. (11.93)	16	3/3, G	1.1.	Glt	153 120	Frç	93	St-Malo Gautier fils	O.01	C-Or;ch.m-frg;sfb; (sal);rp.01;car.2.03	31.35 102-11	7.25 23-10	3.57 11-9	.....	Paimpol	L. Buhot-de Launay	Pmp. 2.07 c.v. 2.07			
.	265	ÉTOILE-DE-LA-MER, Rivoalan. (12.02) 94-02	11-4	—	—	Slp	83 43	Frç	81	Boulogne	O.02	C-Or.ch.frg;sfb; p. n.92;rp-car.12.02.	19.74 64-9	6.21 20-4	2.88 9-6	.....	Boulogne	Guillouser (à Pleumeur- Bourdon)	Pmp.02			
.	266	ÉTOILE-DE-LA-MER, Morvan. (8.95)	12-3	—	—	Slp	26 17	Frç	66	Paimpol Laboureur	O.95	C-Or.sfb;p.n.81;grp.85; SS.9;car.SS.S.93;rp.95.	14.3 47-0	4.5 14-9	2.17 7-2	.....	Tréguier	Morvan (à Pleubian)	Pmp.97 c.v. 95			
✠	267	ÉTOILE-DES-MERS, Guérin. (4.97)	13	3/3, G	1.1.	B-G	176 133	Frç	97	Cancalle Bouchard	O.06	C-Or;ch.m-frg;sfb; rp-car.1.06.	29.55 97-0	7.99 26-5	3.51 11-6	.....	La Houle	Boscher & Ja- met (à Cancalle)	St-M. 1.06			
✠	268	ÉTOILE-DES-MERS, Lannu- zel. (5.03) (3/3, P. 1.1.)	13	...	..	Cot.	24 16	Frç	03	Paimpol Floury		C-Or-Ht;ch.frg;sfb	13.35 43-10	4.90 16-1	2.12 7-0	.....	Conquet	Lannuzel & Bonaventure	Pmp.03			
.	269	ETTINA, Grüter, A. (12.91)	11-4	—	—	Tk dv	28	Alm	82	Osterhausen K. Schulte	O.92	C-Ht.sfb;rp-car. 7.92.	15.5 51-0	3.7 12-0	1.60 5-3	.....	Rhauder- fehn	Capt	Wes.92			
✠	270	EUFROSINE, Dischler. 99-01 (10.02)	12	3/3, G	1.1.	G3m	263 246	Rss	02	Ploenzem E. Preede		P-C;ch.fr;(sal); sfb;rp-car.11.05.	31.39 113-0	8.07 26-6	3.96 13-0	.....	Riga	F. Freyberg & I. Grand	Mim. 11.05			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HULL  IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3	4	5	6													
✦	271	EUGÈNE & EUGÉNIE, <i>Boudot</i> (9.99)	14-4	—	—	Dy	45 85	Frç	75	Les Sables O.99	Chauneau & Co	C-Or.ch.frg.sfb;p.PP; car.9.96;SS.88;rp.94.	16.3 53-6	5.0 16-5	2.40 7-10	.....	Ars en Ré	Capt	L-R. 99 c.v. 99
✦	272	EUGÈNE-GASTON, <i>Rio</i> . (3.00)	14-4	—	—	Bk	184 159	Frç	75	Nantes O.00	Alleau & Aubert	C-Or.ch.frg.p.PP; sfb;SS.95;rp-car.3.00.	27.25 89-7	7.42 24-6	3.65 12-0	.....	Vannes	Laniel	B-I. 00
✦	273	EUGÈNE-PERGELINE, P.C. 8-114 1.66) <i>Lenormand</i> . (11.06; 05-05	I	3/3, L	1.1.	Bq	2208 1953 1962	Frç	00	Nantes V.06	Chantiers Nantais	A: 2 comp; D. 16m50; R. R. 5m25; R.N. 12m60; rp.05; car. 8.07.	84.63 277-8	12.29 40-4	6.87 22-6	58 61	Nantes	Sté Nouvelle d'Armement	Av. 8.07
✦	274	EUGÈNE-SCHNEIDER, P.C. 7-100 (5.07) <i>Lemeilleur</i> . (5.07)	I	3/3, L	1.1.	Bq	2218 1939 1968	Frç	02	Nantes V.07	Chantiers Nantais	A: 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m; rp.06; car. 5.07.	84.52 277-4	12.31 40-5	6.91 22-8	58 61	Nantes	Sté Nouvelle d'Armement	Lvp. 5.07
✦	275	EUGENIA (ex-Salvatore), <i>Samona</i> . (6.06)	15-3	3/3, M	1.1.	G3m	407	Gre	77	Rappallo O.06		C-PP-Ml; ch.m-frg; d ft-m. 6.66; SS. 6.06.	43.10 141-5	9.20 30-2	6.05 19-10	.....	Pirée	S. Samona (à Chio)	Pir. 6.06
✦	276	EUGENIA (ex-Rachel), <i>Marcos</i> . (12.00)	15-4	—	—	Bk	356 326	Tre	63	Fiume O.00		C-P.ch.m-frg;rp. SS.00;d.m.00.	—	—	—	.....	Constanti- nople	Theodoros Lemis	Cn-t.00
•	277	EUGENIA (ex-Aslani-Bahri), <i>Nikiforakis</i> . (1.05)	12-3	3/3, M	1.1.	3mG	300 275	Tre	84	Karajeh O.02		C-P; ch.m-frg;d.m. 7.05;SS.02;rp.05.	34.20 112-3	7.50 23-8	4.45 14-7	.....	Constanti- nople	Th. Metsota- kis	Pir. 7.05
•	278	EUGENIA (ex-Irini), <i>Lignos</i> . (4.05)	12-4	3/3, G	1.1.	B-G	238	Tre	86	Galaxidi O.05		C-P; ch.m-frg;d.m. 3.05.	34.75 114-0	8.53 27-0	5.05 16-7	.....	Constanti- nople	P. Ponticos	Alx. 3.05
✦	279	EUGÉNIE, <i>Noblanc</i> . (4.04)	14-6	3/3, G	1.1.	G3m	202 179	Frç	90	St-Vaast O.04	A. Bouillon	C-Or-PP-P; ch.frg; sfb;rp-car.SS.4.04.	34.40 112-11	8.05 26-5	3.41 11-2	.....	Lorient	E. Maresche	Aur. 9.06 c.v. 9.06
✦	280	EUGÉNIE, <i>Chevanton</i> . (6.00)	15	3/3, G	1.1.	Dy	66 52	Frç	00	Paimpol O.07	Laboureur	C-Or; ch.frg;sfb; rp.04; car. 7.04.	19.62 64-4	6.15 20-2	2.69 8-10	.....	Tréguier	Chevanton (Pleubian)	Pmp. 9.07 c.v. 9.07
•	281	EUGÉNIE (ex-Beauty), <i>Couanne</i> . (1.04)	9-3	—	—	Glt	50 41	Frç	91	La Hève O.04	(N-S)	Sp B-Ht.ch.m-fr;(sal); sfb;p.n.01;rp car.3.01.	21.76 71-5	6.36 20-10	2.70 8-11	.....	St-Pierre- Miquelon	La Morue Française	St-P.01 c.v. 04
✦	282	EUGÉNIE-FAUTREL, <i>Le</i> P.C. 5.6-80 (10.66) <i>Huédé</i> . (7.04)	I	3/3, L	1.1.	Bq	2805 1705 1958	Frç	99	St-Nazaire V.04	Chantiers de la Loire	A: 2 comp; D. 17m; R. R. 8m30; R.N. 12m65; G. 11m80; p.A; rp-car. 10.06.	85.08 279-2	12.25 40-2	6.93 22-9	56 1/2 59 1/2	Le Havre	G. Ehbrenberg (Paris)	Av. 10.06
•	283	EULALIA, <i>Bruse</i> . (8.95)	10-4	—	—	Bq	548 506 500	Sds	63	Wifsta-Warf O.95	Kjellen	P.ch.m-frg;sfb;p.n.79; grp.SS.91;rp.94;car. 3.98.	45.41 149-0	9.27 30-5	4.98 16-4	.....	Vaddö	J. P. Petters- son	Got. 98
✦	284	EUPHEMIA, <i>Olivari</i> . (6.05)	11-3	5/6, L	1.1.	3 m	1380 1338 1231	Itl	82	Salmon-Riv.; (N-S) O.01	N.B. Lewis & Co	Sp-B-Ht.C.ch.m fr; (sal);rp.SS.93;d.ft-m. 11.03;ss.01;rp.03.	62.50 205-0	12.06 39-7	7.17 23-6	.....	Gênes	V. Bertolotto & Co	Av. 4.05
✦	285	EUROPE, <i>Rollier</i> . (6.06) P.C. 6-85 (5.02) 94-03	I	3/3, L	1.1.	4mBq 2 P	2459 2838	Frç	97	Rouen V.06	Laporte & Co	A: 2 comp; D. 25m.76; G. 29m.34; 1 p.A; 1 p.PP; car. 5.06.	95.55 313-6	13.15 43-2	7.35 24-1	63 1/2 66 1/2	La Rochelle	d'Orbigny & G. Faustin fils	L-R. 6.06

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE EN PIEDS ET POUCHES	FRANC BORD EAU SALLE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																												
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont																																										
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																																																	
	DATE DU TERME																																																	
	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																															
✠ 286	EUROPE (ex-Erik-Dale), Cu-ron. (7.98)	12-3	—	—	3mG	357 277	Frç	88	O.98	Arendal H. Stiansen	C-PP-P.ch.m-frg; (sal); d.ft.m.7.98; rp.99	39.73 130-4	8.88 29-2	4.09 13-5	.....	Fécamp	A. Ladiray	Bx 99 c.v.98																																
• 287	EURYDICE, Crangle. (2.04) 88-04	11	3/3, L	1.1.	Bq	1174 1096 1073	Ang	65	V.04	Ramsay Isle of Man Steamboat Co	Fer; 2 comp; rp.06; car.10.05.	62.53 205-2	10.68 35-1	7.35 24-1	55 1/2 58 1/2	Liverpool	Eurydice ship Co Ld(John Suther-land)	B-A. 12.06																																
• 288	EUTERPE, Sauvignon. (8.07)	13-4	5/6, G	2.1.	Glt	110 82	Frç	72	O.07	Dunkerque B. Derycke	C-Or.ch.ev-frg;sfb;p.n. 04; SS.87; rp.04; car.8.07.	23.5 77-0	6.1 20-0	3.50 11-6	.....	Dunkerque	A. Boone	L-R. 8.07																																
• 289	EVA, Widik. (7.95)	8-3	—	—	Gls	58	Rss	93		Dago Kestel Peter Lau	P; ch.fr;sfb;(sal); car.9.98.	19.66 64-6	5.64 18-6	2.13 7-0	.....	Dago Kestel	Baron E. Unger Sternberg & Co	Rvl. 98																																
✠ 290	EVA, Andersson. (6.05)	11	3/3, A	1.1.	G3m	287 223 224	Sds	05		Oscarshamn Mek. Werkstad	A; 2 comp; p.A.	33.52 110-0	7.93 26-0	3.12 10-3	.....	Oscars- hamn	Oscarshamn Mekan. Werk- stad	Osch. 6.05																																
✠ 291	EVA-LYNCH, Hatfield. (8.04)	12-3	—	—	Bq	483 457 893	Ang	84	O.04	Portland (N-B) D. Lynch	Sp-B-PP-C.ch.m-frg. (sal); p.Sp; car.10.94; rp. SS.97; d.ft-m.8.04.	47.17 154-7	9.80 32-0	4.00 13-2	.....	St-John (N-B)	Troop & Son	N-Y.04																																
✠ 292	EVANGHELISTRIA (ex-Cateri-na-Cacace), Nicolachi. N. (12.06)	13-2	3/3, A	1.1.	Bq	664 650	Grc	78	O.06	Cassano A. Castellano	C-P; ch.m-fr.SS.97; d.ft-m.11.06; rp.06.	48.29 158-5	10.30 33-10	6.04 19-10	.....	Le Pirée	Capt	Cnst. 1.07																																
• 293	EVANGHELISTRIA, Kolymba 92-04 (1.04)	9-4	5/6, P	1.1.	Glt	43 41	Grc	75	O.04	Scopelos	P; ch.frg;sfb;grp- car.1.04.	16.30 53-6	5.28 17-4	2.30 7-7	.....	Tsagezi	Her. Kolymba	Pir. 04																																
• 294	EVANGHELISTRIA, Vaglianos, S. (9.06)	13-4	3/3, M	1.1.	Glt lat.	125	Tre	88	O.06	Syra	C-P; ch.m-frg;sfb; rp-car.8.06.	25.00 82-0	5.60 18-4	4.00 13-1	.....	Constanti- nople	Capt	Cnst. 8.06																																
• 295	EVANGHELISTRIA, Rodocanis, Const. (7.07)	12-4	3/3, M	1.1.	Bmb 1P-B	97 59	Tre	92	O.07	Le Pirée	C-P.ch.fr-frg;sfb; grp-car.SS.7.07.	22.00 72-2	6.00 19-8	4.00 13-1	.....	Constan- tinople	Capt	Cnst. 7.07																																
• 296	EVANGHELISTRIA, Spiro Seay. (10.00)	12-3	—	—	Bmb	57	Tre	82		Spezia	C-Ml; ch.m-fr; d.ft- m.10.00.				.....	Chios	Capt	Alx 00																																
• 297	EVANTHIA, Emmanouil, M. H. (7.96)	12-1	—	—	Bq 1P-B	296	Grc	79	O.93	Cassos A. Emanoil	C-P.ch.m-frg;p.P; d.ft-m.1.90; SS.93.	31.49 103-4	8.28 27-2	5.18 17-0	.....	Syra	Capt	Npl.98 c.v.96																																
✠ 298	EVELYN, Carter. (3.00) Barge.	10	3/3, P	1.1.	Kt dv	103 85 99	Ang	90	O.04	Rye Geo. & Thos Smith	C-Or-PP; ch.frg; sfb;rp.04.	26.66 87-6	6.43 21-1	2.31 7-7	13	Rye	Geo. Coote Jr	Ld. 04																																
• 299	EVELYN, Thorkildsen. (3.06)	13-4	3/3, G	1.1.	Ctt	91 79 91	Nrw	78	O.06	Goole	C-Or-PP; ch.frg; sfb; car.SS.3.06; rp.06.	26.21 86-1	6.47 21-3	2.89 9-6	.....	Mandal	J. Arndt- Leschbrandt	Chrd. 11.06																																
• 300	EUGENIA, voir EUGENIA.																																																	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE / SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOLLER			DIVISION AND TERM	CHARACTER	Register under deck			GROSS	SHEATHING				REPAIRS								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																					
	DATE OF TERM																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
.	301	EVIE-J.-RAY, <i>Kasten.</i> (12.89)	12-4	—	—	Bq 2 P	953 918	Amr	78 O.90	Harrington (Me) <i>At. Nash</i>	B-Ht-Hk-PP-C.ch.m-fr; <i>sal</i> ; 1 p.P; 1 p.Sp;d.ft.m.4.91;rp.81;car.1.87.	49.12 161-2	10.73 35-1	6.63 21-9	.....	Portland (Or.)	Pauline Kas- ten	Bost. 91				
✦	302	EVOLUTION, <i>Gale.</i> (9.89)	12	—	—	Glt	190 173 162	Ang	89 O.96	Spencer's Isl. <i>Spencer's Isl.Co</i>	B-Sp.ch.frg.( <i>sal</i> ); rp.98;d.ft.m.2.96.	32.61 107-0	8.65 28-4	3.20 10-6	=====	Windsor (N-S)	T. Boudrot	Hlfx 98				
✦	303	EXCELSIOR, <i>Dannell.</i> (2.05)	14-6	3/3, L C.P.	1.1.	Bq 2P-B-S	1433 1347 1431	Nrw	91 O.05	Laurvig <i>Brun</i>	C-Ht-PP-P.ch.m-frg; ( <i>sal</i> );d.ft.m.10.03;rp.63	56.84 186-6	11.58 38-0	7.01 21-0	.....	Laurvig	M.Oppen & Co	Chart. 2.05				
✦	304	EXCELSIOR, <i>Purin.</i> (9.97) 89-05	12	3/3, G	1.1.	Glt	78 1/2 77	Rss	97 O.05	Haynasch <i>Hohnsin</i>	P-C;ch.frg;(sal); sfb;car.7.05.	21.49 70-6	5.71 18-9	2.74 9-0	.....	Riga	A. W. Weide	Riga 7.05				
✦	305	EXCEPTION, <i>Baxter.</i> (10.04)	12-1	—	—	Bq G	417 380 818	Ang	92	Spencer-Island (N S) <i>Spencer-Island Co</i>	Sp-B-Ht;ch.m-frg;(sal) d.m.6.02;rp.93.	43.71 143-5	10.18 33-5	3.81 12-6	.....	Parrsboro' (N-S)	W. H. Baxter	N-S. 04 c.v.04				
.	306	EXPEDIT, <i>Pehrsson.</i> (3.99)	11-4	—	—	Bq	328 1/2 299 281	Sds	77 O.99	Porsgrund	P-C-PP;ch.m-frg;sfb; car.4.97;SS.90.	40.50 132-11	7.96 26-11	3.48 11-5	.....	Cimbris- hamn	Ch. Larsson	Oscho 99				

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	1	F.-ANTONIO (ex-Andrea-Padre), Parodi. (7.03 (3/3, P. 1.1.) 77 - 02	13-3	...	..	B-G	60	Itl	83 O.03	Viareggio	C-PP;ch.m-frg;d.ft-m.6.03;rp.SS.03	26.00 85-4	6.70 22-0	2.86 9-5	.....	Cagliari	Faris Rocco	Gn. 03
✦	2	F.-B.-LOVITT, Lunders. (11.04)	12-3	3/3, L	1.1.	Bq G	$\frac{618}{551}$ 522	Ang	92 O.05	Billivue's-Cov (N-S) W. D. Lovitt	Sp-B-Ht-C;ch.m-frg;(sal);sff.pr.d.ft-m.9.03;rp.06	51.82 170-0	10.36 34-0	3.96 13-0	.....	Yarmouth (N-S)	F. B. Lovitt Ship Co	Phld. 10.06
•	3	F.-G. (ex-Fanny-Gattorno), ..... (5.06)	12-1	—	—	Bq 1 P-B	$\frac{556}{537}$	Esp	68 O.02	Sestri-P.	C-Ml-PP-Bois dur;ch.ev-m;p.C;grp.91;rp.SS.02;d.m.4.02	42.19 138-5	9.49 31-2	5.67 18-7	.....	Barcelone	B. Oliver y Bosch	Brc. 4.07
✦	4	F.-N.-HALMOE, Carlsen. 98-03 (8.01)	16	3/3, P	1.1.	Gls	$\frac{61}{48}$ 58	Dan	01	Bandholm P. Larsen	C-Ht;ch.frg;(sal);sfb	21.40 70-2	6.02 19-9	2.31 7-7	.....	Nykjöbing paa Falster	W. Tornøe	Stt. 7.06 c.v. 7.06
✦	5	FEDRES-MINDE, Nielsen. 86-95 (7.95)	16	3/3, G	1.1.	Glt	$\frac{124}{99}$ 118	Dan	95 O.03	Thurø N. P. Petersen	C-Ht;ch.frg;sfb;(sal);car.3.07	26.81 87-9	7.00 23-0	3.01 9-9	.....	Svendborg	H. J. Jensen (à Thurø)	Svdb. 3.07
•	6	FAIRY-MAID, Keeler. (9.01) — -00	12-4	—	—	Glt	$\frac{115}{89}$	Ang	76 O.01	Newquay	C-PP;ch.frg;sfb;rp-car.SS.9.01	26.51 87-0	6.99 22-11	3.38 11-1	.....	Padstow	W. H. Williams (Newquay)	Glsg 01
✦	7	FALKE, Saathoff. (6.92) 75-01	16	3/3, G	1.1.	B-G	$\frac{190}{168}$ 163	Alm	92 O.99	Brake G. H. Thyen	C-Ht-PP;ch.m-frg;(sal);sfb;car.2.04;rp.06	31.76 104-3	6.62 21-9	3.20 10-6	.....	Brake	H. Wieting	Wes. 10.06
✦	8	FALKE, de Wall. (6.06) 70 - 06	13-6	5/6, G	1.1.	B-G	$\frac{157}{135}$	Alm	79 O.06	Ribnitz J. H. Wilken	C-Ht;ch.m.sfb;(sal);SS.94;car.7.03;p.m.03;rp.06	27.10 89-0	7.24 22-9	3.45 11-4	.....	Geestemünde	W. Schuchmann	Hbg 9.06 c.v. 9.06
✦	9	FALKEN, Johansson, L. P. (6.04)	12-6	3/3, P	1.1.	Glt	$\frac{60}{54}$	Sds	92 O.04	Södra Garns Warf J. A. Svensson	P-C.ch.frg;(sal);sfb;car.SS.6.04	20.80 68-3	5.10 16-9	2.64 8-8	.....	Hittarp	Capt	Hlsb 04
•	10	FALLS-OF-CLYDE, Matson. (2.05)	■	3/3, L	1.1.	4m 2 P-B	$\frac{1809}{1748}$	Amr	78 V.05	Glasgow Russell & Co	F; 2 comp; 10. 7m01; R. 3m05; G. 9m44; car. 3.06	81.23 266-6	12.12 40-0	7.65 25-1	.....	San-Francisco	Matson Navigation Co	S-f. 3.06
•	11	FAMIELIE, Apsch. (4.92)	9	—	—	Glt	$\frac{181}{172}$	Rss	91 O.97	Plönen Ch. Mutzneck	C-P;ch.fr;sfb;(sal);p.P;rp-car.10.00	29.31 96-2	7.67 25-6	3.30 10-10	.....	Riga	J. Mazepsch	Riga 00
•	12	FAMIGLIA-FASCE-Y-FERRARI (ex-Fingal), Risso. (9.00)	12-3	—	—	G3m 1 P-B	$\frac{304}{292}$	Arg	76 O.00	Stavanger	P-Or;ch.m-frg;d.ft-m.9.00;rp.00	39.70 130-0	8.65 28-4	4.30 14-1	.....	Buenos-Ayres	A. Fasce	B-A. 00
✦	13	FAMILIEN, Jensen. (4.98) (3/3, P. 1.1.)	16	...	..	Gls	$\frac{50}{39}$ 47	Dan	98	Assens S. Christensen	C-Ht;ch.frg;(sal);sfb;car.6.02	20.40 66-11	5.68 18-8	2.04 6-9	.....	Faxe	F. L. Jensen	Cph. 8.06 c.v. 8.06
•	14	FAMILIEN (ex-Fanny), ..... (9.01)	13-4	—	—	Ctt	$\frac{72}{59}$	Dan	77 rc.SS O.01	Southtown	C-Or-PP;ch.frg;fb;rp-car.SS.9.01	25.11 82-6	5.80 19-2	3.76 12-4	.....	Akureyri	Chr. Aanonsen	Chrt. 01
✦	15	FAMILIEN, Jonsson, J. (3.07)	16-2	5/6, G	1.1.	G3m	$\frac{190}{174}$ 190	Sds	74 O.02	Marstal J. J. Bager	C-Ht;ch.frg;sfb;(sal);p.P.94;grp.SS.94;rp.02;car.6.05	33.85 111-2	7.72 25-4	3.30 10-10	.....	Brantevik	Capt	Svdb. 3.07

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN METERS IN FEET AND INCHES	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	16	FAMILIENS-HAAB, <i>Clemmensen, N. C.</i> (6.07) 81-07	16	3/3, P	1.1.	Gls	53 40 50	Dan	07	Odense <i>J. Nielsen</i>	C-Ht.ch.frg;(sal); sfb;p.PP.	20.43 67-0	6.31 20-8	1.98 6-6	.....	Aalborg	Capt	Svdb. 6.07	
✠	17	FAMILIENS-MINDE, <i>Stærke.</i> 92-00(10.94)	16	3/3, P	1.1.	Glt	56 46 53	Dan	94 O.02	Marstal <i>N. J. Jensen</i>	C-Ht.ch.frg.sfb; (sal);car.7.99.	20.28 66-6	5.81 19-1	2.35 7-9	.....	Marstal	E. Stærke	Kngh.04 c.v.02	
✠	18	FANELLY, <i>Allain.</i> (7.06)	16-6	3/3, L	1.1.	3m B-G	307 244	Frç	90 O.07	Nantes <i>E. Alleau</i>	C-Or-PP-P;ch.m-frg; (sal);rp.91;d.ft-m.2.05.	39.32 129-0	8.08 26-6	4.00 13-1	.....	Granville	E. Lepanloue	Grv. 1.07 c. v.1.07	
.	19	FANGUEIRO, <i>da Costa, A. J.</i> (10.04)	10	3/3, A	1.1.	B-G	193	Brs	04	Fao	Ml-P;ch.m-frg;d. ft-m.10.04.	29.75 97-8	7.42 24-4	2.85 9-4	.....	Rio-de- Janeiro	Capt	Lisb.04	
✠	20	FANNY (ex-I.-Grönsund), <i>Hansen.</i> (5.05) 92-03	13-6	3/3, G	1.1.	G3m	161 134 154	Dan	91 O.05	Thurø <i>G. Bom</i>	C-Ht.ch.m-frg;sfb;p.P. grp.94;car.1.04;rp.03. SS.05.	30.40 99-9	6.80 22-4	3.80 12-6	.....	Svendborg	C. Bom (à Thurø)	Svdb. 6.07 c.v.6.07	
✠	21	FANNY, <i>Grönberg.</i> (5.05)	1	3/3, A	1.1.	G3m	255 225 225	Sds	05	Oscarshamn <i>Oscarshamn's Mekan. Werkstad</i>	A; 2 comp; 1 p. A; car.8.06.	33.52 110-0	7.93 26-0	3.12 10-3	.....	Oscars- hamn	Oscarshamn Mekan. Werk- stad.	Hbg 8.06	
.	22	FANNY-BRESLAUER, <i>Le Sueur.</i> (12.05)	14-3	5/6, L	1.1.	Bq-G 1 P-B	295 270 262	Ang	71 O.01	Plymouth <i>Rialez</i>	C-Gr-PP;ch.m.;SS.01; rp.05;d.ft-m.12.05.	40.02 131-4	7.26 27-1	4.01 13-2	31 34	Jersey	Chas. Robin Collas	N-S. 12.05	
✠	23	FANÖ, . . . . . (6.99)	13-3	—	—	Bk 1 P-B	238 210 208	Nrw	78 O.99	Nordby <i>S. Abrahamsen</i>	C-Ht-PP.ch.m-frg;(sal) p.8;grp.SS.93;d.ft.m. 5.97;rp.98.	32.92 108-0	7.30 24-0	3.83 12-7	.....	Christian- sand	I. Bjernebø & Co	Chrt.99 c.v.99	
✠	24	FANTASI (ex-Exporter), <i>Dapelo.</i> (8.02)	13-3	—	—	Bq 2 P	1837 1295 1192	Itl	74 O.02	Newburyport <i>G. W. Jackman</i>	C-PP.ch.m-fr;(sal); grp.87;d.ft-m.8.02;rp. 04;SS.02.	60.80 199-6	11.63 38-2	7.32 24-0	.....	Gênes	Angelo Dene- gri	M-V.04	
✠	25	FANTOLÉINE, <i>Canipel.</i> Chaland à pétrole.03-04(11.04)	1	3/3, L	1.1.	Chl	175	Frç	04	Havre Forges & Chantiers de la Méditerranée	A; 3 comp.	40.00 131-3	6.40 21-0	2.60 8-6	.....	Rouen	David & Fanto	Hv. 04	
✠	26	FANTOLÉINE-N°-2, . . . . . Chaland à pétrole. (12.06)	1	3/3, L	1.1.	Chl	145	Frç	06	Le Havre <i>F.&amp;Ch. de la Mé- diterranée</i>	A; 3 comp.	38.50 126-4	5.00 16-5	2.30 7-7	.....	Rouen	David & Fanto	Hv. 12 06	
✠	27	FATA-MORGANA, <i>Brunsleep</i> 04-06 (8.01)	11	3/3, G	1.1.	G3m	206 181	Rss	01	Wandse <i>Willns</i>	P-C;ch.fr;(sal);sfb; car.1.06.	32.72 107-4	7.41 24-4	3.66 12-0	.....	Riga	J. & M. Brun- sleep	Riga 7.06	
✠	28	FAUVETTE, <i>Lepage.</i> (12.06)	14-2	3/3, G	1.1.	Glt	135 104	Frç	82 O.00	La Brebis <i>L. Tranchemer</i>	C-Or.ch.frg;sfb;p.n.00. SS.2.96;rp.00;car.10.01	27.3 89-7	5.9 19-4	3.20 10-6	.....	St-Servan	J. Clement Fils	S-M. 2.07 c.v.2.07	
✠	29	FAUVETTE, <i>Paranlhoen.</i> 04-95 (8.04)	13	3/3, G	1.1.	Glt	112 80	Frç	04	Paimpol <i>Floury</i>	C-Or-Ht;ch.frg; sfb;rp.06.	25.52 83-9	7.12 23-4	3.08 10-1	.....	Tréguier	Capt	Pmp. 2.06	
✠	30	FAVORITE, <i>Danet.</i> (2.04)	13-4	5/6, G	1.1.	Glt	119 96	Frç	70 O.04	Dunkerque <i>G. Malo &amp; Co</i>	C-Or.ch.ev-frg;(sal);sfb p.PP.89;SS.93;car.11.01 rp.02.	25.53 83-9	6.10 20-0	3.43 11-3	.....	Dunkerque	A. Sauvage	Gk. 10.05 c.v.10.05	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## FER

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUILLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE	FRANC BOUD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÉMENT NOMBRE DE FONTS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	31	FAWN, <i>Conradsen.</i> (12.00)	12-4	—	—	Ctt	64 58	Dan	73 0.00	Rye	C-Or;ch.frg;sf;(sal);p. P.91;grp.SS.91;rp-car. 1.01.	21.7 71-3	5.5 18-1	3.11 10-2	.....	Trangis- waag	H.G.Thomsen	N-C.01
•	32	FÉ, <i>Vila.</i> (12.03)	12-4	5/6, A	1.1.	B-G 1P-B	248 240	Esp	78 0.03	Corcubion <i>M. L. Lendon</i>	C-P-M;ch. m-fg;SS. 89; grp.00;d.ft-m.12.03; rp.03.	31.57 103-7	7.90 26-0	4.23 13-10	.....	Barcelone	Robert & Car- reras Frères	Brc. 3.06
✠	33	FÉLICITÉ, <i>Dohat.</i> (5.03) 99 - 03	13	3/3, G	1.1.	Glt	178 143	Frç	03	La Richardais <i>L. Tranchemer</i>	C-Or;ch.m.frg.sfb.	30.22 99-2	7.75 25-5	3.50 11-6	.....	Lannion	Maliaret (à Bogny)	Bx 8.06
•	34	FÉLICITÉ, <i>Le Bras.</i> (5.00)	10-6	—	—	Kt	62 44	Frç	94 0.00	Boulogne	C-Or;ch.frg;sf; grp-car.5.00.	19.10 62-8	6.28 20-7	3.05 10-0	.....	Boulogne	E. Pinedé	Dk. 01 c.v. 01
•	35	FÉLICITÉ, <i>Lemoigne.</i> (6.91)	10	—	—	Slp	22	Frç	91	Binic <i>L. Minier</i>	C-Or;ch.frg;sf; S-A;p.S.	13.36 43-10	4.87 16-0	2.21 7-3	.....	Tréguier	Legoaster & Lemoigne	Pmp.97 c.v. 97
✠	36	FELIX, <i>Jørgensen.</i> (3.05) 86 - 05	16	3/3, G	1.1.	3mG	99 82 92	Dan	05	Rudkjøbing <i>J. Boas</i>	C-Ht;ch.frg;(sal); sf;p.P.	26.62 87-4	6.28 20-7	2.73 9-0	.....	Rudkjø- bing	A. Nielsen	Svdb. 3.07
✠	37	FÉLIX-FAURE, <i>Duval.</i> (6.02)	14	3/3, G	1.1.	Dy	167 133	Frç	02	Fécamp	C-Or;ch.frg;sf.	29.29 96-1	8.03 26-4	3.56 11-8	.....	Fécamp	Ed. Jouan	Fcp 3.05
✠	38	FÉLIX-FAURE, <i>Lemarchand.</i> (8.96) (3/3, P.1.1.)	13	...	..	Kt	46 32	Frç	96	Paimpol <i>Laboureur</i>	C-Or;ch.frg;sf; S-A;rp-car.2.02	16.91 55-6	5.46 17-11	2.40 7-11	.....	Tréguier	Lemarchand & Le Goaster	Chb.02
✠	39	FÉLIX-RENÉ, <i>Agnese.</i> (2.95)	13-13	3/3, L	1.1.	Bq 2 P-S	479 413 473	Itl	94 0.00	Nantes <i>E. Alleau</i>	C-Or-PP;ch.m.frg; spard; 2 p.PP;d.ft-m. 10.00;grp.97;rp.01.	43.14 141-7	8.80 28-11	5.52 18-2	.....	.....	.....	Npl. 12.06 c.v. 04
✠	40	FEODOR, <i>Magi.</i> (11.00) 00 - 03 (3/3, G.1.1.)	11	...	..	B-G 3m	420 378	Rss	00	Gudmāns- bach <i>R. Tuum</i>	P-C;ch.fr;(sal);sf; rp.04;car.9.04.	42.74 140-3	8.48 27-10	4.24 13-11	.....	Riga	F.Dubkowsky & Capt	Gls.04
•	41	FERMANVILLE, <i>Nilsson.</i> (2.92)	12-3	—	—	Bk	146 140	Sds	67 0.93	Cherbourg <i>Hamel</i>	C-Or-P;ch.frg;p.S; d.ft-z.4.88;SS.76;rp.93.	25.00 82-0	6.40 21-0	3.60 11-10	.....	Kalmar	F. O. Johans- son	Rsc. 93 c.v. 93
✠	42	FERNAND, <i>Zoonequin.</i> (3.04) P.E. — - 04	16	3/3, G	1.1.	Dy	159 112	Frç	04	Gravelines <i>Verday-Deligny</i>	C-Or;ch.frg;(sal); sf.	28.10 92-2	6.89 22-7	3.80 12-6	.....	Gravelines	G. Gombert	Dk.3.07 c.v. 3.07
✠	43	FERNANDO, ..... (6.99)	12-7	—	—	Bq	859 823 296	Nrw	88 0.99	Arendal <i>H. Andersen</i>	C-P-PP;ch.m.frg;(sal); p.P;d.ft-m.2.03;SS.93	39.75 130-5	9.17 30-1	3.83 12-7	.....	Arendal	O. H. Gurstad & Co	Card.04
•	44	FERNANDO (ex-Ocean-Spray), <i>Spencer.</i> (10.02)	14-7	3/3, A	1.1.	Glt 1P-B	266 220 245	Ptg	77 rc.02	Par	C-Or-Gr. ch.m.frg;(sal); rc.02;d.ft-m.10.02.	39.02 128-0	8.38 27-6	4.14 13-7	.....	Lisbonne	Ant. P. da Costa	Lish. 2.05
✠	45	FERONA, <i>Hauge.</i> (4.06)	16-2	5/6, G	1.1.	Glt	140 131 128	Nrw	68 0.06	Troense <i>J. Jensen</i>	C.ch.frg.sfb;p.P.85; grp.SS.01;rp-car.0.07.	27.37 89-10	6.25 20-6	3.26 10-9	.....	Stavanger	Gimre & Hauge	Svtp. 5.07

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION		MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD	PORT or REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	BIG NUMBER OF DECKS	GROSS Register under deck	BUILDERS			SHEATHING										
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND										REPAIRS										
	DATE OF TERM										IN FEET AND INCHES										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
•	46	FERONIA, <i>Baucire.</i> (3.04)	9-4	5/6, I	1.1.	Glt	77 63	Frç	89 rc.99	Mahone-Bay (N-S)	Mr-Ht-B-Sp-P.ch.m. frç;sfb;(sal);rc.SS.99; rp-car.5.04.	22.00 72-2	6.90 22-8	2.77 9-2	.....	St-Pierre- Miquelon	A. Leprovost & Baucire	St-P. 10.05 c.v.10.05			
•	47	FERREIRA (ex-Cutty-Sark). <i>Barros.</i> (3.03)	C	3/3, L	1.1.	3 m 2 P	963 971 842	Ptg	69 V.03	Dumbarton <i>Scott &amp; Linton</i>	F-B; 2 comp; d.ft. m.2.03;rp.07.	64.74 212-5	10.97 36-0	6.40 21.0	.....	Lisbonne	J. & A. Ferrei- ra & Co	Psc. 3.07 c.v.8.05			
✦	48	FERRIS-S.-THOMPSON, <i>Murck.</i> (1.88)	14-7	—	—	Bq 2 P	531 480	Amr	75 O.88	Setauket (L-I) <i>G. Hand</i>	C-Ch-PP.ch.m-fr.(sal); 1 p.P; 1 p.PP;d.ft-m 8.86;SS.88.	43.12 141-6	9.75 32-0	5.18 17-0	.....	Seattle	Pacific Packing Co	S-F. 9.4 c.v.91			
•	49	FERRUCCIO-S. (ex Geronima- Bianchi), <i>Scognamiglio.</i> (10.98)	13-2	—	—	Bq 1 P-B	680 646	Itl	76 O.98	Sestri-P.	C-PP; ch.m-fr;d.ft. m.11.99;rp.99.	46.00 150-11	9.60 31-6	6.90 22-8	.....	Naples	Ezio Scogna- miglio	Npl. 1.9			
•	50	FIANCEE, <i>Légrand.</i> (1.06)	13-3	5/6, G	1.1.	Glt	115 90	Frç	80 O.05	Dunkerque <i>Vanderiele fils</i>	C-Or;ch.ev-frç;sfb.SS. 92;p.n.04;rp-car.2.07.	25.60 84-0	6.70 22-0	3.34 11-0	.....	Dunkerque	Edm. Nissen	Bk. 2.07			
•	51	FIDELIO (ex-Winona), <i>Svensson.</i> (3.05)	13-3	5/6, G	1.1.	3 m 2 P	1260 1190	Sds	62 O.05	Newburyport <i>J. Currier</i>	C-PP-Hk;ch.m-fr.(sal); 1 p.P.77;sfb;grp.car.SS. 3.05.	59.38 194-10	11.19 36-9	7.47 24-6	.....	Kongs- backa	Aron Svahn	Hsb. 3.05			
•	52	FIDES (ex-Elsa), ..... (5.04)	I	3/3, L	1.1.	Bq 1 P-B	516 478	Ang	69 11304	Glasgow <i>A. Stephen &amp; Sons</i>	F; 2 comp;rp-car. 5.04	47.39 155-0	8.49 27-10	5.17 17-0	.....	Liverpool	Rea Trans- port Co	Hbg 04			
✦	53	FIDUCIA (ex-Wienke-Wijnan- dus), <i>Hagedorn.</i> (7.97) 88-01	13	3/3, G	1.1.	Glo	123 99	Alm	97 O.04	Martenshoek <i>Geb. G. &amp; H. Bode- wes</i>	C-Ht-PP; ch-frç; (sal);sfb;rp-car.3.06.	27.65 90-10	6.74 22-1	2.73 9-0	.....	Harburg	H.G. K. Renk	Ld. 3.06			
✦	54	FIGARO, <i>Lemâtre.</i> (3.02)	16	3/3, G	1.1.	Dy	92 69	Frç	02	Dunkerque <i>Sauvage</i>	C-Or;ch.ev.frç; (sal);sfb.	23.88 78-4	6.67 21-11	3.11 10-3	.....	Dunkerque	Vancouwen- berghe-Lemaire	Bk. 2.05 c.v.2.05			
✦	55	FIGARO, ..... (3.96)	16-6	—	—	Bq 2 P	1044 985 934	Nrw	79 O.96	Bremerhaven <i>J.C.Tecklenborg</i>	C-Ht-PP.ch.m-frç; (sal); 2 p.S;rp.91;d.ft- m.2.98;SS.96.	53.98 177-1	10.79 35-5	7.04 23-1	.....	Laurvik	Chr. Nielsen & Co	Card 98			
•	56	FIGLIA-FELICE, <i>Del Carlo.</i> (6.05)	14-2	—	—	B-G	68	Itl	90 O.05	Limite	C-P;ch.frç;d.ft.z. 7.01;rp.01.	23.65 77-7	6.40 21-0	2.60 8-6	.....	Livourne	Flli Antonini	Lvn. 6.05 c.v.6.05			
•	57	FIGLIA-VITTORIA (ex-Gero- nima), <i>Puccinelli.</i> (1.06)	13-4	5/6, G	1.1.	Glt	70	Itl	74 O.06	Viareggio	C-PP;ch.m-frç;d. ft-m.10.06;rp.06.	22.00 72-2	6.70 22-0	2.85 9-4	.....	Livourne	Fort. Puccinelli (à Viareggio)	Lvn. 10.06			
•	58	FILADELFOS, <i>Giorgilis.</i> (8.00)	12-2	—	—	Bk	294	Gre	73 O.00	Piros	C-M;ch.m.fr;d.m. 8.00.	—	—	—	.....	Piros	N. Dalas	Alx. 00			
•	59	FILEUR, <i>Beauverger.</i> (5.07)	13-4	5/6, G	1.1.	Glt	89 71	Frç	73 O.07	Dunkerque	C-Or;ch.ev-frç;p.n. 92;SS.91;car.5.07.	22.70 74-0	5.90 19-4	2.95 9-8	.....	Paimpol	Dunot & Beauverger	St-M. 5.07			
•	60	FILIPPO (ex-Nuova-Charlaria), <i>Gaglione.</i> (5.06)	13-4	5/6, G	1.1.	Bq 1 P-B	447 404	Itl	73 O.06	Alimuri <i>F. de Rosa</i>	C;ch.m.fr;rp.06;d. ft-m.5.06.	41.00 134-5	8.90 29-3	5.60 18-5	.....	Torre del Greco	Fr. Albanese	Npl. 5.06			

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules

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Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈEMENT NOMBRE DE FONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIEAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN PIÈDES ET POUCHES	LARGEUR — EN MÈTRES	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
61	FINENNA, <i>Sassen, J.</i> (7.93)	12-5	—	—	Tk dv	81 29	Alm	76	Bollingen <i>J. Jansen</i>	C-Ht;sf;bp;srp- car.SS.8.93.	15.8 52-0	4.2 13-9	1.55 5-1	.....	Barssel	Capt	Wes.93		
✚	62 FINLAND, <i>Lundqvist.</i> (8.01) 02-02	13-5	—	—	Bq 1 P-B	566 546	Rss	75	Raumo <i>J. F. Uhrnberg</i>	P-S;ch.m-frg;(sal);d.ft- m.10.01;SS.01;rp.03.	48.57 159-5	8.90 29-2	5.20 17-1	.....	Marie- hamn	Rob. Matt- sson	Chb.03		
✚	63 FJORD ( <i>ex-Leading-Wind</i> ), <i>Paulsen.</i> (12.03)	15-6	5/6, A	1.1.	Bq 1 P-B	1187 1078 1050	Nrw	74	Bath (Me) <i>Goss &amp; Sawyer</i>	C-Hk-B-Ht-PP;ch.m- fr;(sal);grp.92;d.ft-m. 5.04;SS.00;rp.04.	56.84 186-6	11.35 37-3	6.88 22-7	.....	Porsgrund	L. Gundersen & Co	Chrt04		
✚	64 FLAVIO-GIOIA, <i>Tomei.</i> (10.04)	14-5	3/3, G	1.1.	B-G 1 P-B	179	Itl	92	Viareggio <i>A. Raffaelli</i>	C-P;ch.m-frg;p.P;grp. SS.04;d.ft.m.11.04.	30.88 101-4	7.12 23-5	4.08 13-4	.....	Livourne	A. Tomei (à Viareggio)	Lvn. 2.06		
65	FLÉAU-DES-MERS, <i>Le Go.</i> (5.05)	12-3	3/3, P	1.1.	Dy	38	Frç	88	Palais <i>Couan</i>	C.ch.fr;sf;rp.car. 5.05.	15.10 49-7	5.45 17-11	2.58 8-6	.....	Auray	Le Gloahec Père	Aur. 11.06		
✚	66 FLEUR-D'AJONC, <i>Floury.</i> 03-05(1.05)	16	3/3, G	1.1.	Glt	162 128	Frç	05	Paimpol <i>Bonne</i>	C-Or-Ht;ch.frg; (sal);p.S;sf.	31.45 103-2	7.42 24-4	3.65 12-0	.....	Paimpol	Vve Duval- du Chesnoy	Pmp. 2.07 c.v.2.07		
✚	67 FLEUR-DE-GENËT,..... (1.93)	16	3/3, G	1.1.	Glt	155 125	Ptg	92	Paimpol <i>Laboureur</i>	C-Or;ch.m-frg;(sal); p.S;sf;car.12.05; rp.06.	31.26 102-7	7.19 23-8	3.51 11-6	.....	.....	.....	Pmp. 11.06 c.v.11.06		
68	FLEUR-DE-MARIE, <i>Hude.</i> (6.05)	14-2	—	—	Glt	79 57	Frç	72	Dunkerque <i>D. Van Cau- wenberghe</i>	C-Or.ch.m frg;sf;(sal); p.n.93;rp.SS.01;car.6.03	21.50 70-6	5.60 18-4	2.92 9-7	.....	Brest	Clausse	Brst 11.05		
✚	69 FLEUR-DE-MARIE, <i>Tanguy.</i> (8.02)	15	3/3, L	1.1.	3 m B-G	331 253	Frç	02	St-Malo <i>Soc. des Chantiers de Const. Navales</i>	C-Or-Ht;ch.frg; d.m.8.02.	39.00 128-0	8.68 28-6	3.85 12-8	.....	St-Servan	L. Hubert	St-M. 2.06 c.v.2.06		
70	FLEUR-DE-MARIE, <i>Le Rohel- lec.</i> (4.03) (5/6, P. 1.1.)	11-5	...	...	Dy	43	Frç	85	Le Palais <i>Gallo-Conan</i>	C.ch.fr;sf;rp-car. 3.03.	14.68 48-2	5.42 17-3	2.56 8-5	.....	Brest	Dumarcet (à Lagona)	B-I. 03		
✚	71 FLID ( <i>ex-H.-Grohmann</i> ), <i>Lar- sen.</i> (9.05)	12-3	3/3, L	1.1.	G3m	263 243 233	Nrw	93	Oscarshamn <i>C. Thorén</i>	P-C-PP;ch.m-frg; (sal);d.ft-m.8.04;rp.05	35.60 116-10	7.40 24-3	3.56 11-8	.....	Sandefjord	Mag. Larsen & Co	Chrt. 9.05		
✚	72 FLOEA, <i>Sörensen.</i> (3.01) —-01	16	3/3, G	1.1.	3mG	219 191 206	Dan	01	Thurø <i>C. Bom</i>	C-Ht;ch.frg;(sal); sf;rp.05.	33.05 108-5	7.85 25-9	3.64 11-11	.....	Svendborg	R. S. Hansen (à Thurø)	Svdb. 2.07 c.v.2.05		
✚	73 FLORA, <i>Mottais.</i> (12.05)	15	3/3, G	1.1.	Glt	208 156	Frç	05	La Richardais <i>L. Tranchemer</i>	C-Or;ch.frg;sf.	32.50 106 8	7.48 24-6	3.73 12-3	.....	St-Servan	Coudray	St-M. 2.06		
74	FLORA-EMILY, <i>Rowles</i> (1.03) —-04	12-5	3/3, G	1.1.	Glt	117 92	Ang	85	Garmouth <i>Anderson</i>	C-M-PP;ch.m-frg;(sal); sf;rp-car.7.06.SS.1.03.	26.76 87-10	6.43 21-1	3.15 10-4	20 23	Inverness	Alex. Franklin (à Hampton)	Fim. 9.06		
✚	75 FLORENCE-R.-HEWSON, <i>Dionne.</i> (5.05)	12-6	3/3, A	1.1.	G3m	318 289 278	Ang	93	Parrsboro' (N-S) <i>D. S. Howard</i>	Sp-B-Ht-C;ch.m-frg; (sal);d.ft-m.6.05; SS.05.	40.81 133-11	9.54 31-4	3.66 12-0	.....	Annapolis (N-S)	Pickles&Mills	N.S. 6.05		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TUNNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER	RIG NUMBER OF DECKS												
	1	2	3				4	5	6	7	8	9	10	11	12	13	14	15
✦	76	FLORENTINE, <i>Leclerc</i> . (10.95)	13	3/3, G	1.1.	Glt	153 126	Frç	95 O.03	Binic <i>L. Minier</i>	C-Or; ch.m-frg; (sal) sfb; car. 2.00; rp. 01.	30.88 101-4	7.29 24-0	3.58 11-9	.....	Dunkerque	G. Comyn & Co	Dk. 3.07 c.v. 3.07
✦	77	FLORENTINE-II, <i>Buchon</i> . (9.06)	13	3/3, P	1.1	Glt	23 16	Frç	06	Sables d'Olonne <i>Fl. Guignardeau</i>	C; ch.frg; sfb.	13.74 45-1	4.08 13-5	1.78 5-10	.....	St-Gilles s/Vic	Faucheux Frères & Ledey	Nt. 9.06
✦	78	FLORIDA, <i>Persson</i> . (5.00)	14-6	—	—	G3m	312 273 261	Sds	74 O.00	Helsingborg <i>J. Nordström</i>	C-Ht-P.ch.m-frg. (sal); grp. SS.00; car. 4.03.	34.16 112-1	7.65 25-2	3.96 13-0	=====	Brantevik	O. Larsson	Got. 03
✦	79	FLOTTBEK, <i>Tadsen</i> . (3.95)	1	—	—	3 m 2 P	1961 1861	Alm	91 V.95	Wallsend <i>Swan &amp; Hunter</i>	A; 2 comp; D. 13m41; R. N. 12m19; G. 10m66; 1 p. A; 1 p. P; car. 3.95.	83.20 273-0	12.83 42-1	7.32 24-0	.....	Hamburg	Knöhr & Bur- chard Nf	Hbg 95
✦	80	FLOWER 'ex-Dollar', <i>Drasbek</i> . (8.04) 97-04	1	3/3, A A.&C.P.	1.1.	G3m	212 155 181	Dan	00 V.04	Martenshoek <i>Gebr. Bodewe</i>	A; 2 comp; 1/2 D. 8m05; R. R. 4m40; p. A; grp. 06; rp-car. 3.07.	33.95 111-5	7.53 24-8	3.12 10-3	17 1/2 20 1/2	Copenha- gue	E. Klöberg	Cph. 3.07
.	81	FLOWER-OF-OLRIG, <i>Larson</i> . (10.05)	13-2	—	—	Glt	91 78	Ang	81 O.05	Stromness	C-PP-P; ch.cv.frg; sfb.	25.20 82-9	6.30 20-8	2.66 8-9	.....	Wick	Jules Claireaux (a Leith)	Brst 10.05
.	82	FLOWER-O'PORTSOY, <i>Bow- den</i> . (12.91)	12-4	—	—	Glt	76 70	Ang	75 O.91	Portsoy <i>Smith</i>	C-Or-PP; ch.m;sfb; car. SS.12.91.	21.98 72-1	5.97 19-7	2.89 9-6	.....	Plymouth	George Pile	Plm 95 c.v. 95
.	83	FLOWER-OF-THE-FAL, <i>Paull, J.</i> (2.06)	14-5	5/6, G	1.1.	Glt	149 123	Ang	70 O.06	Padstow	C-Or-PP; ch.m-frg; (sal); sfb; rp-car. 2.06.	29.87 98-0	7.08 23-3	3.66 12-0	23 1/2 26 1/2	Falmouth	Capt	Fim. 2.06
.	84	FLUMINENSE (ex-Earl-Gran- ville), <i>Arrobas</i> . (2.04) 86-04	1	3/3, L	1.1.	Bq 2 P	1009 956 900	Brs	77 V.04	Port-Glasgow <i>R. Duncan &amp; Co</i>	F; 2comp; car. 1.04.	63.25 207-7	16.15 33-4	6.10 20-0	.....	Rio-de- Janeiro	Plácido Teixeira & Arrobas	R-J. 2.06
✦	85	FLUSH, ..... Yacht de course. (8.07)	9	R	—	Glt	—	Frç	07	St-Servan <i>E. Charpentier</i>	Or-S; ch.cv.frg;sfb.	9.53 31-4	1.69 5-7	0.57 1-11	.....	St-Malo	Ch. Villandre	St-M. 8.07
.	86	FLYING-CLOUD, <i>Grant</i> . (11.05)	14-2	5/6, G	1.1.	Kt	71 66	Ang	63 rc. 71 O.01	Jersey	C-Or-P-Gr; ch.m; grp. 01; car. 12.04; rp. 05.	23.60 77-5	5.15 16-11	2.60 8-6	19	Jersey	Jos. J. Grant	Card. 9.06
.	87	FLYING-FOAM (ex-Marie), <i>Collins</i> . (3.06)	13-3	5/6, G	1.1.	Glt	99 85	Ang	62 O.06	St-Malo <i>G. Asplet</i>	C-S-PP; ch.cv.frg;sfb;p. P. 76; grp. 06; rp-car. 8.07.	26.56 87-2	5.72 18-9	3.18 10-5	21	Bridgewa- ter	W. H. Rider	Huil 8.07
✦	88	FOLKE (ex-Enigheten), <i>Svens- son</i> . (5.01)	14	3/3, G	1.1.	Glt	81 67	Sds	01 O.07	Pukavik <i>P. Johanson</i>	C-P; ch.m-frg; (sal) sfb; rp-car. 6.07.	23.55 77-3	6.60 21-8	2.34 7-8	.....	Halmstad	A. Svensson	Hlsb. 6.07
✦	89	FOMALHAUT, <i>Schultmann</i> . 05-06 (9.01)	12	3/3, G	1.1.	Glt	205 174	Rss	01 O.07	Gipken <i>M. Sacks</i>	P-C; ch.frg; (sal); sfb; car. 6.07; rp. 07.	28.73 94-3	7.31 24-0	3.71 12-2	.....	Riga	K. Schult- mann & Co	Card. 6.07
✦	90	FORAELDRES-MINDE, <i>Chris- tensen</i> . (3.00)	16	3/3, G	1.1.	G3m	170 147 170	Dan	00	Marstal <i>J.O. Christensen</i>	C-Ht; ch.frg; (sal); sfb.	31.86 104-6	7.63 25-0	3.33 10-11	.....	Marstal	H. C. Chris- tensen	Svdb. 3.06 c.v. 3.06

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## FRA

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈLEMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUCLAGE — REPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE.	FRANC BORD EAU SALEP H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	91	FORAELDRES-MINDE, <i>Lauritzen.</i> (12.05) 84-90	16-6	3/3, G	1.1.	Glt	76 64 72	Dan	90	O.06	Fredericia <i>J. A. Jacobsen</i>	C-Ht.ch.frg;sfb; (sal);p.P;car.6.03;ss.06.	21.20 69-7	6.0 19-8	2.61 8-7	.....	Aeroskjø- bing	P.Th.Laurit- zen	Svdb. 5.06 c.v.5.06
.	92	FORBIN, <i>Roulet.</i> (7.04) 96-98	12-4	3/3, G	1.1.	Glt	80 65	Frç	85	O.04	Fécamp <i>E. Capon</i>	C-Or-S:ch.frg;(sal); sfb;SS.00;car.7.04;rp.07	23.75 76-0	6.47 21-3	3.11 10-2	.....	Boulogne	L. Mallet	S-M. 6.07 c.v.6.07
✠	93	FORENING (ex-Anne), <i>Han- sen.</i> (7.02)	16-6	5/6, G	1.1.	B-G	155 184 151	Dan	72	O.02	Marstal <i>J. J. Bager</i>	C-Ht.ch.m-frg.sfb;p.P. 92; grp.88;rp-car.SS. 7.02.	30.48 100-0	6.84 22-5	3.14 10-4	.....	Marstal	R.R.Levinsen	Hv. 1.06
✠	94	FÖRENINGEN, <i>Svensson.</i> (10.91)	11-4	—	—	G3m	276 250 245	Sds	71	O.91	Gefle <i>O. A. Brodin</i>	P-C.ch.m;p.S;d.ft- m.2.92;rp.91;SS.87	36.09 118-5	7.80 25-7	3.58 11-9	.....	Hellevik	O.Svensson	Glsq 94
.	95	FORSETE, <i>Håkansson.</i> (8.07)	11-4	5/6, G	1.1.	Glt	174 145	Sds	75	O.07	Sandefjord	C-Ht-P;ch.m-frg; sfb;rp-car.4.06.	30.90 101-5	7.45 24-5	3.11 10-2	.....	Brantevik	T. Mårten- son	Hsb. 8.07 c.v.8.07
✠	96	FORTUNA, <i>Mathiesen, J.</i> (4.00)	14-4	—	—	Glo	44 36	Alm	80	O.00	Nübbel <i>H. Bock</i>	C.ch.frg.sfb;(sal); rp.82;car.SS.4.00.	48.3 60-0	4.2 13-9	2.06 6-9	.....	Arnis	Capt	Flsb.00
.	97	FORTUNA, <i>Utenwoldt, H.A.</i> (12.00)	12-4	—	—	Ev dv	42 84	Alm	83	O.01	Oste <i>P. Wilkens</i>	C;(sal);sfb;1.2 V;fd. plt;SS.4.93;rp-car. 8.01.	16.4 53-9	5.2 17-0	1.80 5-11	.....	Obernndorf	Capt	Hbg 01
✠	98	FORTUNA, <i>Christiansen.</i> (4.92)	16	3/3, G	1.1.	G3m	169 116 160	Dan	92	O.99	Svendborg <i>J.R.Andersen</i>	C-Ht;ch.frg;sfb; (sal);p.P;rp.94;car.9.99.	31.00 101-9	6.70 22-0	3.33 10-11	.....	Svendborg	P.Christen- sen	Svdb. 1.06 c.v.03
✠	99	FORTUNA, <i>Stage, F. V. R.</i> (10.07)	16	3/3, P	1.1.	Glt	56 40 52	Dan	07		Stubbekjø- bing <i>O. Hansen</i>	C-Ht;ch.frg;salsf; sfb.	21.41 70-3	5.96 19-7	2.07 6-10	.....	Kjøge	Capt	Cph. 10.07
.	100	FORTUNA, <i>Thomel.</i> (8.01) 84-02	9	3/3, G	1.1.	G3m	192 175	Rss	01	O.05	Ilhatten <i>E. Frey</i>	P-C;ch.fr;(sal);sfb; rp.01;car.8.05.	28.47 93-5	7.31 24-0	3.48 11-5	.....	Riga	A. Thomel	Riga 8.05
✠	101	FORTUNA, <i>Martinson.</i> (7.01) 03-06	11	3/3, G	1.1.	Glt	92 79	Rss	01		Dreimansdorf <i>P. Pöhl</i>	P-C;ch.fr;(sal);sfb; rp-car.6.04.	22.20 72-10	6.47 21-3	2.67 8-9	.....	Riga	G. Kalning	Riga 9.06
.	102	FORTUNA, <i>Siling.</i> (5.07)	9-2	3/3, P	1.1.	Glt	96	Rss	91	O.07	Salmis	P.ch.frg;(sal);sfb; p.P;car.5.07.	25.0 82-0	6.40 21-0	6.35 11-0	.....	Archangel	J. Reinaguinn	Ptb. 5.07
.	103	FORTUNA, <i>Andersson.</i> (1.05)	11-4	5/6, G	1.1.	Bk	203 179	Sds	73	O.05	Drammen	C-PP-P;ch.fr;sfb; grp.88;rp-car.1.05.	32.36 105-2	7.80 25-7	3.35 11-0	.....	Timmer- nabben	Th. Olsson	Osch. 1.05
.	104	FORTUNA-ITALIA, <i>Puccinelli</i> (6.05)	13-3	3/3, G	1.1.	Glt	78	Itl	91	O.05	Viareggio	C-P;ch.m-frg;d.ft- m.6.03;rp.05.	23.10 75-9	6.60 21-8	2.80 9-2	.....	Livourne	F. Puccinelli (à Viareggio)	Lvn. 9.05
✠	105	FRAM, <i>Samuelsen.</i> (7.04)	13	3/3, A	1.1.	3mG	344 305 302	Nrw	04		Arendal <i>A. Aanonsen</i>	C-PP-P;ch.m-frg; (sal);d.ft-m.2.05.	34.43 113-0	8.54 28-0	3.81 12-6	.....	Arendal	A. Aanonsen	Ardl. 2.05

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY			
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS														IN METERS		
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND		13			14														15		
	DATE OF TERM																				IN FEET AND INCHES	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
.	106	FRAMÅT, Carlsson. (3.03)	11-7	3/3, G	1.1.	Glt	109 94	Sds	94	O.03	Sjötorp	P-C;ch-frg;(sal); sfb;car.SS.3.03;rp.07.	24.40 80-1	6.47 21-3	2.64 8-8	.....	Mariestad	S. Groth	Stk. 9.07			
✦	107	FRAMNÅS, Agren. (6.03)	14-4	—	—	Bq	341 324 296	Sds	80	O.03	Framnäs	P-C.ch.m-frg;(sal); SS.98;d.ft-m.9.05;rp. 05.	39.93 131-0	8.0 26-3	3.79 12-5	.....	Framnäs	Wifsta Rederi Actiebolag	Hbg 9.05			
✦	108	FRANÇAIS, Leguen. (9.06)	13-3	5/6, P	1.1.	Slp	40 21	Frç	78	O.06	Paimpol L. Laboureur	C-Or.ch.frg.sfb; (sal);p.P;rp-car.9.06.	16.8 55-0	5.1 16-9	2.49 8-2	.....	St-Malo	de Ker- gomneaux	St-M. 9.06			
.	109	FRANCE, Lemesle. (5.06)	13-3	5/6, A	1.1.	Bq 1 P-B	285 223	Frç	77	O.06	Fécamp	C-Or;ch.m.frg;d. m.00;p.n.05.	33.67 110-6	8.34 27 4	4.59 15-1	.....	Fécamp	A. Chancerel	Fcp 5.06 c.v. 5.06			
✦	110	FRANCE, Olivier. (7.07)	16-4	3/3, G	1.1.	Glt	186 112	Frç	84	O.07	Dunkerque P. Meuwisse	C-Or.ch.cv-frg.sfb; (sal);SS.93;grp.07;car. 7.07.	28.55 93-10	6.87 22-7	3.34 11-0	.....	Dunkerque	Numa Van Cau- wenberghe	L-R. 7.07			
.	111	FRANCE, Lorgeté. 04-06 (7.06)	13-6	3/3, G	1.1.	Glt	122 91	Frç	95	O.06	Fécamp	C-Or.ch.frg;sfb;rp- car.SS.7.06;p.S.06	25.86 84-10	7.10 23-4	3.09 10-2	.....	Morlaix	Ph. de Par- seau	B-I. 7.06			
✦	112	FRANCE, Wellems. (1.92)	16	3/3, G	1.1.	Glt	108 80	Frç	91	O.98	Nantes E. Alleau	C-Or.ch.frg;sfb; (sal);car.1.02;p.n.04.	37.43 90-0	6.39 21-0	3.17 10-5	.....	Gravelines	Torris frères	Dk. 04 c.v. 04			
.	113	FRANCE, Lamy. (4.03)	10-6	3/3, G	1.1.	Glt	72 51	Frç	80	re.03	Shelburne (N-S)	Sp-B-Ht;ch.m.fr;(sal); p.n.03;car.SS.4.03.	22.81 74-10	6.86 22-6	2.62 8-7	.....	Fécamp	Sècheres de Fécamp	St-P. 12.06 c.v 12.06			
✦	114	FRANCE-MARIE, Lefèvre. P.C. (11.06) ELECTR. Pétrole en vrac. (4.05)	①	3/3, L	1.1.	Bq 2 P	1994 1672 1692	Frç	00	V.05	Le Havre Forges & Chantiers de la Méditerranée	A: 10 comp; D. 21m05; R. 7m32; G. 21m94; 2 p. A; rp-car.11.06.	75.80 248-8	12.21 40-1	7.15 23-6	47 50	Marseille	A. Vimont & Co	Mrs 11.06			
.	115	FRANCE-A-RUSSIE (ex-Secon- da-Maria), ..... (5.07)	13-3	3/3, A	1.1.	3mG	292 274	Frç	95	O.07	Savona	C-PP;ch.m-frg;d. ft-m.1.05	38.87 127-6	8.74 28 8	4.26 14-0	.....	Fécamp	M <sup>me</sup> V <sup>ve</sup> Em- ma Leber	Fcp 5.07			
✦	116	FRANCESCO, Olcavano. (10.01)	13-3	—	—	Glt	95	Itl	86	O.01	Castellamare G. Bonifacio	C.ch.m-frg;d.ft-m. 11.01;SS.01.	24.5 80-5	6.1 20-0	2.90 9-6	.....	Naples	L. Musso	Npl. 10.05			
✦	117	FRANCESCO-CIAMPA, P.C. 5.6-80 (5.07) Maresca. (4.04)	①	3/3, L	1.1.	3 m 1 P-B	1773 1669 1668	Itl	90	V.04	Sestri-P. G. Ansaldo & Co	A:rp.91;rp-car. 5.07.	81.48 267 4	11.99 39-4	6.34 20 10	.....	Castella- mare	F. Ciampa	Card. 5.07			
.	118	FRANCESCO P.(ex-Béatrice-B.) Bertacca. (10.03)	13-3	—	—	B-G	118	Itl	84	O.03	Savone	C-P;ch.m-frg;sfb; rp-car.10.03.	26.10 85-8	6.85 22-6	3.70 12-2	.....	Livourne	Rosa Passaglia (a Viareggio)	Lvn. 03			
✦	119	FRANCESCO-ZIO, Viriello. — - 04 (4.04)	15	3/3, A	1.1.	B-G 1 P-B	260 252 237	Itl	01		Castellamare C. Bonifacio	C-P;ch.m-frg;d.ft m.2.04.	34.71 114 6	7.71 25 4	4.20 13-9	.....	Castella- mare	F. Anastasio	Np. 2.06			
✦	120	FRANCIS-HAGERUP (ex-Jules- P.C. 6-85 (7.07) Verne, Jørgensen. (8.06)	①	3/3, L	1.1.	Bq 1 P-B	1294 1263	Nrw	91	V.06	Nantes A. Dubigeon	A:2comp;D.15m86;R. A9m80;G.6m71;p.P.P. car.9.06;rp.05.	73.07 239-9	11.10 36-5	6.35 20-10	.....	Yömö	O. J. Olsen	Qst. 9.06			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéciale.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIEDS ET POUCES 13 14 15	LARGEUR EN METRES 16	CREUX DE CALE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	Brut		Net	DOUBLAGE				RÉPARATIONS							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	121	FRANCIS-S.-HAMPSHIRE (ex-C.-Sonthard-Hulbert), Van Hon. (6.03)	13-6	5/6, A	1.1.	Bq 2 P-B	1080 952	Amr	81 O.03	Richmond (Me) J. T. Southard	C-Hk-B-PP; ch.m-fr. (sal); d.ft-m. 2.02; rp. SS.03.	54.44 178-7	10.90 35-9	6.45 21-2	.....	New-York	Thos. Norton & Co	N-Y.01 c.v.04		
.	122	FRANCISCA-NADAL (ex-Eas-tern-Chief), Font. (9.03)	12-4	—	—	Bq 1 P-B	421 400	Urg	61 O.03	Harrington	T-C-Or; ch.m-cv; d.ft-cv. 9.03; SS.92; rp.03.	37.66 123-7	7.38 24-3	5.48 18-0	.....	Montevideo	Benito E. Baena	Brc. 03		
.	123	FRANCISCA-Y-ROSA (ex-Josefa), Lojo. (5.03)	9-4	—	—	Bq 1 P-B	376 360	Esp	65 O.03	Barcelone	C-Ml-PP; ch.m-frg; d.cv. 5.00; rp.03.	35.80 117-6	8.30 27-3	4.70 15-5	.....	La Coruna	Barbeito y Rodriguez	Brc. 03		
✠	124	FRANCISCUS, Edren. (2.92)	11-4	—	—	Bq	249 226	Sds	69 O.92	Münsterås Carstensen	P-C.ch.m.sfb; p.S; SS.92; car. 4.93; rp.95.	35.6 117-0	8.2 27-0	3.70 12-1	.....	Hafverö	M.M. Jansson	Card 95 c.v.95		
✠	125	FRANÇOIS, Bellini. (5.05) P.C. 6-85 (5.05)	1	3/3, L A.&C.P.	1.1.	Bq 1 P-B	2212 1914 1939	Frç	00 V.05	St-Nazaire Chantiers de la Loire	A; 2 comp; D.17m; R. 8m30 & 12m05; G.11m80; p.A; rp.05; car.12.06.	85.08 279-2	12.25 40-6	6.93 22-9	58 61	Le Havre	G. Ehrenberg (Paris)	Ld. 12.06		
✠	126	FRANÇOIS-CHARLES (ex-Otra), Leclerc. (12.99)	13-8	3/3, G	1.1.	Bq	312 284	Frç	86 O.00	Christiansand Brod. Larsen	P-PP-C.ch.m-frg; (sal); SS.00; sfb; d.m. 2.01 p.PP.05.	38.74 127-1	8.83 29-0	3.64 11-11	.....	Granville	Jules Panier	Grv. 3.07 c.v. 3.07		
.	127	FRANÇOIS-ROBERT, . . . . . (2.96)	8-1	—	—	Glt	97 78	Ang	75	Lunenburg (N-S)	P-S; ch.fr; sfb; p.S.	23.42 76-11	7.17 23-7	2.60 8-7	.....	St-John's (N. F. L.)	John Purchase	St-M96 c.v. 96		
✠	128	FRANÇOISE, Dauphin. 98-05 (11.04)	16	3/3, G A.&C.P.	1.1.	Glt	153 116	Frç	04	Kerity Bonne	C-Or-Ht; ch.frg; (sal); sfb; p.S.	30.68 100-8	7.30 23-11	3.55 11-8	.....	Paimpol	J. Jézéquel	Pmp. 1.07 c.v. 1.07		
✠	129	FRANÇOISE, Simon. 04-05 (10.03)	16	3/3, G	1.1.	Glt	183 99	Frç	03	Kerity Bonne	C-Or-Ht; ch.frg; (sal); p.PP; sfb.	29.28 96-0	6.82 22-4	3.38 11-1	.....	Paimpol	Le Merdy	Pmp. 1.06 c.v. 1.06		
✠	130	FRANÇOISE, Wagner, C. (8.03)	15	3/3, P	1.1.	Dy	48 25	Frç	03	Le Palais Gallo-Coman	C-Or; ch.frg; sfb.	18.32 60-2	5.04 16-7	2.31 7-7	.....	Concarneau	Capt (à Pont-Aven)	8-1. 9.07 c.v. 9.07		
✠	131	FRANÇOISE-D'AMBOISE, P.C. 6-85 (9.06) Le Meilleur. (10.06)	1	3/3, L A.&C.P.	1.1.	Bq 1P+5p	1073 1741	Frç	01 V.06	Nantes A. Dubigeon	A; 2 comp; D.17.69; R. 6m10 & 11m00; G.12m60; rp.04; car.10.06.	79.65 261-4	11.83 38-10	6.84 22-5	56 59	Nantes	Sté Bretonne de navigation	N-C. 10.06		
✠	132	FRANS, Wedin. (9.01)	12-3	—	—	Bq 1 P-B	372 348 327	Sds	71 O.01	Sundsvall E. Östman	P.ch.m-frg; (sal); d.ft-m. 9.01; SS.98; rp.01.	38.41 126-0	7.98 26-2	4.40 14-5	.....	Framnäs	C.W. Löfgren	Hrns0; c.v.01		
✠	133	FRANZ (ex-Hecht), . . . . . (3.95)	15-6	—	—	G3m	370 358 358	Amr	78 O.95	Stralsund A. Juhl	C-Ht-PP; ch.m.frg; (sal); p.P; d.ft-m. 11.95; grp. SS.95.	39.95 131-1	8.64 28-4	4.41 14-5	.....	Manille	G. Urutia	H-K.00		
✠	134	FRANZ-GOTTFRIED, Krüger, H. (2.03)	15-6	5/6, G	1.1.	Glt	74 62 65	Alm	78 O.03	Seedorf a'R. G. Krüger	C-Ht.ch.frg.sfb; (sal); rp-car. SS.2.03.	18.9 62-0	5.1 16-8	2.50 8-2	.....	Altwarpe	Capt	Kngb. 8.06		
✠	135	FRANZISKA (ex-Signe), Petersen, J. (6.96)	16	3/2, P	1.1.	Glt	51 39 46	Alm	96 O.03	Vejle S. Lindtner	C-Ht; ch.frg; sfb; (sal); car. 4.03.	20.54 66-5	5.53 18-2	2.16 7-1	.....	Eckensund	Capt	Flsb. 2.06		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY								
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER							SHEATHING — REPAIRS																
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																											
	DATE OF TERM																											
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
✠	136	FRANZISKA, <i>Pettersen.</i> (8.81)	13	—	—	Bq 1 P-B	805 747 728	Nrw	81 O.88	Porsgrund <i>Kaalstad</i>	P-C-PP.ch.m-frg;(sal); p.P;rp.82;d-ft-m.5.91.	50.60 166-0	10.71 35-2	6.20 20-4	.....	Fredriks- hald	J.M.Johansen	Stvg. 91										
.	137	FRASQUITA ( <i>ex-India</i> ), <i>Sust.</i> <i>P.</i> (5.01)	12-4	—	—	Bq 1 P-B	234 222	Esp	52 re.75 O.01	Mahon	C-M1-PP;ch.cv.m; rp.SS.01;d.ft-m.4.01.	29.86 98-0	7.85 25-9	3.91 12-10	.....	Barcelone	Capt	Brc. 01										
✠	138	FRATELLI-BIANCHI ( <i>ex-Abyss-</i> <i>sinia</i> ), <i>Mar.</i> (4.05)	13-3	3/3, L	1.1.	Bq 1 P-B	1154 1110	Itl	85 O.05	St-John(N-B)	Sp-PP-B-C-P.ch.m- frg;(sal);sf.pr.95;SS. 98;rp.04;d.ft-m.4.05.	56.80 186-5	11.20 36-7	6.83 22-4	.....	Gênes	Flli Bianchi	Gr. 4.05										
.	139	FRAU-MINNA-PETERSEN, <i>May.</i> (8.07)	14-6	5/6, A	1.1.	3mG	176 142 176	Ang	78 O.07	Port-Madoc	C-Gr-PP;ch.m-frg; SS.02;d.ft-m.6.05;rp.07.	31.09 102-0	7.42 24-4	3.84 12-7	=====	Fowey	Robert May (à Par)	Flm. 8.07 c.v.8.07										
✠	140	FRAU-SIEVER, <i>Pohl, F.H.</i> (4.90)	16-14	—	—	Tjk dv 2m	75 61	Alm	90 O.96	Martenshoek <i>B. Niestern</i>	C-PP.ch.m-frg.sfb; (sal);p.PP;d.plt;car. 7.96;rp.00.	21.80 71-7	5.60 18-5	2.20 7-3	.....	West-Rhau- derfehn	Capt	Wes.02 c.v.00										
.	141	FRAUKEA, <i>Lühring, R.</i> (5.87)	11	—	—	Kff h. 4m	36 27	Alm	87 O.92	Ihlowerfehn <i>J. Redenius</i>	C-III.sfb.f.d.plt; p. S; car.2.96.	17.10 56-0	4.30 14-1	1.60 5-3	.....	West-Rhau- derfehn	Capt	Ppb. 96										
.	142	FRED, <i>voir aussi</i> FREDERIK.																										
✠	143	FRED, <i>Friis.</i> <i>02-06</i> (9.99)	12	3/3, G	1.1.	G 2m	186 166	Dan	99 O.06	Oskarshamn <i>C. Hasselbom</i>	P-C;ch.frg;(sal); sfb;car.2.06.	32.00 105-0	7.86 25-10	2.80 9-2	.....	Marstal	H. C. Carlsen	Svdb. 2.06										
✠	144	FRED-P.-LITCHFIELD, <i>Nilsen.</i> (2.06)	14-4	5/6, G	1.1	Barge 2 P	1045 960	Amr	76 O.02	Bath (Me) <i>Goss &amp; Sawyer</i>	C-PP.ch.m-fr.(sal); sfb;p.rp.SS.02;car.2.06.	54.10 177-6	11.03 36-1	6.80 22-4	.....	Port-Arthur (Texas)	J. M. Guffrey Petroleum Co	N.Y. 2.06										
✠	145	FREDEN, <i>Andersen.</i> (10.94) <i>04-04</i>	16	3/3, G	1.1.	G 3m	166 143 162	Dan	94 O.02	Marstal <i>J. Rasmussen</i>	C-Ht.ch.m-frg;(sal); sfb;rp.02;car.4.07.	31.17 102-2	7.72 25-4	3.14 10-4	.....	Marstal	H.B.Petersen	Svdb. 4.07										
.	146	FREDENBORG, <i>Lindbom.</i> (5.03)	10-3	3/3, G	1.1.	Bq 1 P-B	460 432	Rss	82 re.03	Geta <i>Henriksson</i>	P;ch.fr;sfb;re.03; rp.06.	42.67 140-0	8.05 26-5	4.88 16-0	.....	Marie- hamn	J. A. Malm- qvist	Åbo 5.06										
✠	147	FREDENSBORG, <i>Kisby.</i> (12.91)	16	3/3, A	1.1.	33m	294 265 268	Dan	91 O.00	Marstal <i>J.O.Christensen</i>	C-Ht;ch.m-frg;(sal); d.ft m.4.03;rp.05.	37.70 123 9	7.80 25-8	3.89 12-10	.....	Marstal	H.C.Christen- sen	Svdb. 4.05										
.	148	FREDERICK, FREDERIK <i>voir aussi</i> FRED.																										
✠	149	FREDERIK-&-ANE, <i>Andersen.</i> (5.02)	16-6	5/6, G	1.1.	Glt	130 100 119	Dan	76 O.02	Faaborg <i>M. Dyreborg</i>	C-Ht.ch.frg.sfb;(sal); p.P.02;SS.02.rp.04;car. 6.04.	26.93 88-4	6.20 20-4	3.11 10-2	.....	Marstal	F.M.Andersen	Svdb.04										
✠	150	FREDERIKKE, <i>Mortensen.</i> (6.91)	16	—	—	Glt	42 34 39	Dan	91	Veile <i>Gyl- ding &amp; Lindtner</i>	C-Ht.ch.frg.sfb; (sal);p.P.	19.8 65 0	5.1 16-9	1.91 6-3	.....	Nexö	C.J.Hjorth	Stt. 94 c.v.94										

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Surveillance spéciale.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUILLAGE — RÉPARATIONS		LONGUEUR — LARGUEUR — CREUX DE CALE			FRANG BORD — EAU SALÉE H.A.N. en pouces	PORT — D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION de TERME	COTE			Brut	Net			Sous le pont	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILLAGE — RÉPARATIONS	EN MÈTRES EN PIEDS ET POUCES	13	14	15				
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																					
	DATE DU TERME																					
2	3			4	5	6	7	8	9	10	11	12		13	14	15	16	17	18	19		
151	FREDERIKSYAAG (ex-Vigilante), Petersen. (6.07)			14-4	5/6, G	1.1.	Glt	127 110 118	Dan	66 O.07	Dunkerque E. Sagary	C-Or.ch.cv.frg;sfb;(sal); p.n.01;grp;SS.95;rp- car.6.07.		27.35 89-10	6.00 19-8	3.55 11-8	.....	Thorshavn	M. C. Restorff	GoI. 6.07		
✠ 152	FREDRIKA, Boman. (4.96)			12	3/3, P	1.1.	Glt	50 39 48	Sds	96 Q.02	Slite A. Höglund	C-P;ch.frg;sfb; (sal);rp.02;car.7.07.		19.00 62-4	4.90 16-1	1.93 6-4	.....	Slite	F. Nyström	Wsb. 7.07		
✠ 153	FREEMAN, Van Namee. (2.07)			13-4	5/6, A	1.1.	Bq 2 P	1198 1068 1138	Amr	78 Q.07	E-Boston J. M. Brooks	C-Hk-PP;ch.m-fr;(sal); rp.SS.01;d.ft-m.4.06.		56.25 184-6	10.05 33-0	6.86 22-6	.....	Boston	R. R. Freeman & Co	Best. 2.07		
✠ 154	FRÉGATE, Manier. (12.01)			16-6	3/3, G	1.1.	Glt	128 94	Frç	85 O.02	Gravelines Collin	C-Or.ch.cv.frg;(sal);sfb; car.11.99;p.n.01;rp.SS. 01.		28.19 92-6	6.71 22-0	3.28 10-9	.....	Gravelines	Georges Gombert	Dk. 2.05 c.v.2.05		
155	FREIA (ex-Buttermere), Anderson. (6.04)			I	3/3, L	1.1.	Bq 2 P	1085 942 976	Nrw	77 V.05	Whitehaven Whitehaven Ship- building Co Ltd	F; 2 comp; 1/2 D. 9m75; G. 4m88; 2p.P;car. 6.06.		62.94 206-6	10.50 34-4	6.63 21-9	.....	Lillesand	H. Hansen	Chr. 6.06		
✠ 156	FREIA, Berg. (3.90)			13	—	—	Gls	35 31	Alm	90 O.97	Seedorf a/R G. Krüger	C-Ht;ch.frg;sfb; (sal);p.P;car.5.96.		15.47 50-9	5.00 16-5	2.01 6-7	.....	Stralsund	Capt (à Seedorf a/R)	Strs. 00 c.v. 00		
✠ 157	FREIA, Bech. (6.05)			I	3/3, P	1.1.	Glt	65 55 61	Dan	97 V.05	Rönne Bornholms Mas- kinfabrik.	A; 2 comp; car. 6.05.		22.26 73-0	5.74 18-10	1.98 6-6	.....	Rönne	Aktieselska- bet « Freia »	Cph. 6.05		
✠ 158	FREIR, Brandt. 93-06 (2.06)			16-4	5/6, G	1.1.	B-G	166 144 156	Dan	74 O.06	Svendborg J. R. Andersen	C-Ht;ch.m-fr;g;sfb;(sal) p.P.95;SS.00;car.12.05; rp.06.		29.73 97-7	6.70 22-0	3.36 11-0	.....	Svendborg	C.V. Petersen	Svrb. 2.06		
✠ 159	FREIR (ex-Ida), Kastrup. 03-03 (10.05)			16-6	5/6, G	1.1.	Gls	86 76 84	Dan	69 O.03	Kiel	C-Ht;ch.frg;sfb;p. P.96;grp-car.SS.10.05.		22.10 72-6	6.09 20-0	2.89 9-6	.....	Aeroskjö- bing	H. B. Lunge	Svrb. 10.05		
✠ 160	FREJA, Petersen, F.C. (8.00)			16	3/3, P	1.1.	Gls	48 39 45	Dan	00 Q.07	Stubbekjö- bing O. Hansen	C-Ht;ch.frg;(sal); sfb;car.4.04.		20.25 66-5	5.49 18-0	2.01 6-7	.....	Marstal	Capt	Svrb. 6.07 c.v. 6.07		
161	FREJA, Blom. (6.00)			12-4	—	—	Glt	175 168	Rss	69 O.00	Aalborg	C-S;ch.m-fr;sfb;p. n.00;grp-car.SS.5.00.		32.55 106-10	7.30 23-11	3.28 10-9	.....	Raumo	L. Iångfors	Åbo 00		
✠ 162	FREM (ex-Nantillus), Haagen- sen. 81-04 (12.06)			12-1	3/3, G	1.1.	G3m	180 161	Dan	86 O.02	Buftenäs J. H. Seldén	P-C;ch.m-fr;g;(sal) sfb;SS.02;rp.04; car.3.07.		32.90 108-0	7.00 23-0	3.02 9-11	.....	Marstal	J. A. Petersen	Svrb. 3.07		
✠ 163	FREMAD (ex-Ernst), Hansen. 83-96 (7.06)			12-6	3/3, G	1.1.	Glt	105 94 98	Dan	94 O.06	Sodra Gärns Warf J. Svensson	P-C;ch.frg;sfb;(sal); p.P.rp.97;car.SS.7.06.		24.08 79-0	6.24 20-3	2.75 9-0	.....	Marstal	H. H. Peter- sen	Svrb. 7.06		
✠ 164	FREMAD, Skakke. 01-02 (5.02)			16	3/3, G	1.1.	Glt	77 60 72	Dan	02	Veile S. Lindtner	C-Ht;ch.frg;(sal); sfb;car.12.06.		23.17 76-0	6.53 21-5	2.45 8-0	.....	Faxe	Hans Larsen	Jyl. 12.06		
✠ 165	FREMDEBLATT, Heitmann. (6.00)			I P. R.	—	—	Kn	342 338	Alm	95 V.00	Papenburg Jos. L. Meyer	A; 5 comp; 1 p. F; rp-car.6.00.		44.00 144-4	8.30 27-3	3.60 11-10	.....	Hamburg	Vereinigte Bug- sir-u. Fracht- schiffahrt Ge- sellschaft	Hbg 00		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3		4	5													

✠ 166	FRÈRE-&SŒUR, Nicolazo.	87 - 06 (5.06)	14-2	3/3, P	1.1.	Kt	47 38	Frç	88	Paimpol	O.06	C-Or.ch.frg.sfb;S. A;p.S;rp-car.SS.5.06	18.1 59.5	5.4 17-9	2.60 8-6	.....	Tréguier	Le Briand (à Pleubian)	Pmp. 5.06
✠ 167	FREY, Fromén.	(8.01)	13-4	—	—	Bk	259 215 246	Sds	86	Tvedestrand	O.01	P-PP-Or-C.ch.m-frg; (sal);sfb;rp-car.SS.8.01.	34.46 113-1	8.38 27-6	3.27 10-9	.....	Kalmar	F. O. Johans- son	Gfl. 4.05
• 168	FREYA (ex-Frysford), Niel- sen.	(3.05)	9-4	3/3, G	1.1.	3mG	203 185	Dan	93	Christian- sand	O.05	S-PP;ch.m-frg;sfb. rp.06;car.3.05.	33.75 110-9	8.00 26-3	3.40 11-2	.....	Marstal	H. R. Hansen	Glsq. 7.06
✠ 169	FREYA, Bruse.	(3.02)	13-6	5/6, A	1.1.	B-G	298 199	Sds	78	Nyborg	O.02	C-Ht-PP.ch.m-frg;(sal) SS.02;d.ft-m.11.99;rp.05.	32.95 108-1	7.55 24-9	3.87 13-0	.....	Helsing- borg	A. Nilsson	Got. 2.05 c.v.2.05
✠ 170	FREYR, Jensen.	(3.06)	16-6	5/6, G	1.1.	Glt	116 99 109	Dan	78	Rudkjøbing	O.06	C-Ht-PP.ch.frg.sfb (sal);rp-car.3.01;SS.06	26.32 86-5	6.15 20-2	3.15 10-4	.....	Svendborg	J. F. Henrik- sen (à Thuro)	Svdb. 2.06 c.v.2.06
• 171	FRIDA (ex-Thistle), Petersen.	(4.00)	12-5	—	—	Kt	85 71 85	Dan	87	Grimstby	O.00	C-Or;ch.m-frg;sfb; SS.00;rp-car.3.03.	23.23 76-2	6.37 20-11	3.23 10-7	.....	Copenha- gue	Aktieselskabet Islandske Handels- & Fiskeri Kom- pani	Lvp. 03
✠ 172	FRIDA, Björkman.	(12.06) 72 - 98	11	3/3, G	1.1.	Glt	120 108	Sds	98	Helsingborg	V.06	A; 2 comp; ½ D. 5m49; p. A; rp-car. 12.06.	25.38 83-3	6.56 21-6	3.05 10-0	.....	Helsing- borg	C. Sylvan	Hlsb. 12.06
✠ 173	FRIDE, Andersson.	(7.95)	12	—	—	Glt	43 40	Sds	95	Södra Garhs Warf	O.04	P-C;ch.frg;sfb;(sal) p. P;car.12.04;rp.04.	19.00 62.4	5.36 17-7	2.20 7-3	.....	Lerberget	O. P. Persson	Hlsb 04
✠ 174	FRIDEBORG, Johansson.	(7.02)	12	3/3, G	1.1.	Glt	132 114	Sds	02	Södra-Garn		P-C;ch.frg;(sal); sfb;rp.04;car.4.07.	27.80 91-3	6.44 21-2	2.82 9-3	.....	Fjellshol- men	O. Ahrenberg	Got. 4.07
✠ 175	FRIDHEM (ex-Terpsichore), Karlström.	(3.02)	14-5	—	—	Glt	101 91	Sds	81	Kolboda	O.02	P-C-S.ch.m-frg;sfb; (sal);rp-car.SS.3.02.	22.50 73-9	5.50 18-0	2.68 8-9	.....	Wisby	A. A. Anders- son	Wsb.04
✠ 176	FRIEDA (ex-Spes-Mea), Delfs, C.	(10.04)	13-6	3/3, G	1.1.	Kff. dv 1 m	95 70 86	Alm	91	Martenshoek	O.04	C-Ht-PP;(sal);sfb; fd.plt;rp.SS.04;car. 8.07.	23.5 78.2	5.5 18.1	2.46 8-1	.....	Hamburg	Capt	Cph. 8.07
✠ 177	FRIEDA (ex-Anna), Brunck- horst, J. H.	(9.98)	16	3/3, P	1.1.	Glo	64 50	Alm	98	Wevelsfløth	O.06	C-Ht;ch.frg;(sal); sfb;car.5.06.	19.00 62-4	5.34 17-6	2.24 7-4	.....	Hamburg	Capt	Hhg 5.06
✠ 178	FRIEDEN, Rieck, C.	(4.90)	15	—	—	Glt	43 39 38	Alm	90	Anclam	O.98	C;ch.frg;sfb;(sal); p.S;rp-car.3.98.	16.35 53.7	5.13 16-8	2.15 7-1	.....	Stralsund	Capt	Strs.02 c.v.02
✠ 179	FRIEDERIKE, Clopet.	(10.06)	14-5	3/3, G	1.1.	B-G	166 146	Ang	86	Papenburg	O.06	C-Ht;ch.m-frg;sfb; grp-car.SS.12.06.	26.80 88-0	6.57 21-7	3.10 10-2	.....	Berwick- on-Tweed	Miss F. To- werson	Av. 2.07
• 180	FRIEDO, Schumacher.	(6.01)	12-6	—	—	Kaho Ev.dv	93 86	Alm	89	Hammelwarden	O.02	C-Ht-PP;ch.frg; sfb;SS.02;car.5.03;rp.06	21.83 71-8	6.23 20.5	2.66 8.9	.....	Brake	H. G. Meyer	Cph. 10.06 c.v.10.06

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéc. 1	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONTS 7	TONNAGE Brut Net Sous le pont 8	PAVILLON 9	ANNÉE de la construction 10	PORT DE CONSTRUCTION — CONSTRUCTEURS 11	MATÉRIAUX — DOUPLAGE — REPARATIONS 12	LONGUEUR EN PIEDS ET POUCES 13	LARGEUR EN MÈTRES 14	CREUX DE CALE 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT 17	ARMATEURS 18	DERNIÈRE VISITE 19		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME 4	COTE															5	6
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME 3																				
181	FRIEDRICH, <i>Freude</i> , J. (7.98)	13-4	—	—	Slp	25 32	Alm	59 re. 82 O. 98	Wolgast <i>G. Krüger</i>	C-Ht.ch.frg;sfb;p. n.82;rp-car.SS.7.98.	15.1 49-6	4.5 14-9	2.13 7-0	.....	Wolgast	Capt	Wlg.9				
✠ 182	FRIEDRICH-WILHELM, <i>Loc- kenwitz</i> , F. (3.97)	14-6	—	—	Gls	43 37	Alm	83 O.97	Seedorf a/R. <i>G. Krüger</i>	C-Ht.ch.frg.sfb;p. P;rp-car.SS.3.97.	15.4 50-6	4.8 15-9	2.34 7-8	.....	Stralsund	Capt (à Liet- zowerfähre)	Strs. 99				
✠ 183	FRIGGA, . . . . . (12.01)	13-3	—	—	Bq 1 P-B	949 877 832	Nrw	77 O.02	Stavanger <i>C. Knudsen</i>	P-PP-C.ch.m.frg;p.P; (sal);d.ft-m.4.04;SS.97; rp.04.	53.78 176-5	11.10 36-5	6.70 22-0	.....	Stavanger	Ths S. Falck	Card. 9.06				
✠ 184	FRIGGA, <i>Hansson</i> , J. (5.97) (3/3, P. 1.1.)	12	...	..	Glt	40	Sds	97 O.03	Södra Garns- warf <i>J. Svensson</i>	P-C;ch.frg.(sal); sfb;car.6.03.	19.00 62-4	5.34 17-6	2.13 7-0	.....	Donsö	Capt	Got. 03				
185	FRINDLINA, <i>Stahl</i> . (8.97)	8-6	—	—	Glt	88 84 82	Rss	97 O.02	Kalleten <i>Morgenstern</i>	P-C;ch.fr;(sal); G-E;sfb;rp-car.5.02	20.60 67-7	6.04 19-10	2.89 9-6	.....	Riga	J. Stahl	Riga 02				
✠ 186	FRITHIOF, <i>Rinaldo</i> . (11.02)	12	3/3, P	1.1	Glt	57 48	Sds	02	Söderköping <i>E.K. Kastensson</i>	P-C;ch.frg;(sal); sfb.	20.04 65-10	5.26 17-2	2.19 7-2	.....	Helsing- borg	P.L. Pahlsson	Svdb. 2.05				
✠ 187	FRITHIOF, <i>Johansson</i> . (5.99)	14	3/3, P	1.1.	Glt	57 40	Sds	99 O.06	Örnavik <i>M. Jonsson</i>	C-P;ch.frg;(sal); sfb;rp-car.5.06	22.20 72-10	5.98 19-8	1.94 6-4	.....	Halmstadt	A. Svensson	Hlsb. 5.06				
✠ 188	FRITS-EMIL ( <i>ex-Shazaly</i> ), <i>Rasmussen</i> . (3.07) 91 - 95	16-6	5/6, G	1.1.	B-G	194 169 181	Dan	80 O.07	Kjerteminde <i>G. H. Krarup</i>	C-Ht.ch.m.frg.sfb;(sal) p.n.99;rp-car.SS.4.07.	29.66 97-4	7.71 25-4	3.74 12-3	.....	Svendborg	R. S. Hansen (à Thurø)	Svdb. 4.07				
✠ 189	FRITZ, . . . . . (10.89)	13-3	—	—	Bq 1 P-B	396 374	Rss	71 O.90	Rostock <i>Padderatz</i>	C-Ht-PP.ch.m.frg;sfb; (sal);grp.SS.83;rp.90.	39.47 129 6	8.77 28-9	5.44 17-10	.....	Marie- hamn	M. R. Anders- son	Rstk 94				
✠ 190	FRITZ-GUSTAV, <i>Sielmann</i> . (1.06)	12-6	3/3, G	1.1.	G3m	328 312	Rss	94 O.06	Kürbis <i>Sims Rasuk</i>	P-C;ch.frg;(sal); sfb;rp-car.SS.1.06.	38.94 127-9	8.48 27-10	4.19 13-9	.....	Haynasch	J. Sousin	Glsq. 1.06				
191	FRODE ( <i>ex-Nicolle</i> ), <i>Thie- sen</i> , M. L. (8.97)	13-2	—	—	Gls	91 78 91	Dan	47 re.67 O. 94	Cappeln	C-Ht;ch.frg;sfb; p.P.94;grp-car.SS.6.94.	20.00 65-7	5.90 19-4	3.08 10-1	.....	Assens	Capt	Svdb 97 c.v.97				
192	FRUIT-GIRL, <i>Lewis</i> . (10.01) — - 03	12-3	—	—	Glt	125 96	Ang	66 O.01	Ipswich	C-Or-PP;ch.m.frg;sfb; grp.SS.01;rp-car.2.03.	28.39 93-2	6.74 22-1	3.40 11-2	.....	Newquay	G. Blamfield	FIm. 03				
193	FUCHS, <i>Adamson</i> . (6.06) 90 - 05	9-4	5/6, G	1.1.	Glt	188 152	Rss	86 O.06	Haynasch <i>F. Rusuk</i>	P-C.ch.frg;sfb;rp- car.SS.6.06.	27.40 90-0	7.60 25-0	3.60 11-10	.....	Riga	Gebr. Mikel- son	Riga 6.06				
✠ 194	FUGLEN, <i>Petersen</i> . (5.07) 91 - 01	16-4	3/3, G	1.1.	G3m	232 208 215	Dan	85 O.07	Marstal <i>J.O.Christensen</i>	C-Ht;ch.frg.sfb;(sal); SS.99;car.4.07;rp.07.	34.40 113-0	7.37 24-2	3.64 11-11	.....	Marstal	H.C.Christen- sen	Svdb. 4.07				
✠ 195	FULVIA, <i>Petersen</i> . (5.02) 90 - 05	16	3/3, G	1.1.	G3m	175 149 166	Dan	02	Svendborg <i>J. R. Andersen</i>	C-Ht;ch.frg;(sal); sfb.	30.05 98-7	7.38 24-2	3.39 11-2	.....	Svendborg	Ferd. Nielsen	Svdb. 3.07 c.v.3.07				

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH — — — IN FEET AND INCHES	BEAM — — — IN METERS	DEPTH OF HOLD — — — IN FEET AND INCHES	FREE BOARD — SALT WATER W.N.A. — in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			NUMBER OF DECKS	gross Register												under deck
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
	DATE OF TERM																				
	1	2	3																		
✠	196	FÜRST-BISMARCK, Schuma- cher. (1.06)	I	3/3, L	1.1.	Bq	992 908	Alm	77 III 2 05	Bremen Actien Ges. «Weser»	F; 2 comp; 2 p.P; rp-car.12.05.	57.90 190-0	10.20 33-6	6.25 20-6	.....	Brake	D. Haye	Hbg 1.06			
✠	197	FUSÉE, Flourey. (2.99) (3/3, P. 1. 1.)	14	...	..	Slp	42 18	Frç	99	Painpol Y. Pilvin	C-Or;ch.frg;sfb.	16.35 53-8	5.98 19-8	2.80 9-2	.....	Trouville	E. Cappe (à Paris)	Pmp.99			
✠	198	FYLLA, Rasmussen. (4.94)	16	3/3, G	1.1.	G3m	199 179 189	Dan	94 O.01	Thurø Chr. Bom	C-Ht;ch.m-frg;sfb; (sal);car.3.03.	32.74 107-4	7.85 25-7	3.39 11-1	.....	Svendborg	R. S. Hansen (à Thurø)	Svdb. 2.06			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



GAB

Surveillance spé.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN METRES 13 EN PIEDS ET 14 POUCES	LARGEUR 14	CREUX DE CALE 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE 19
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE							DOUPLAGE — RÉPARATIONS								
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3	4										5							
✠	1 G.-B., <i>Lorgeré</i> . (10.95) (3/3, G. 1.1.)	13	...	..	Slp	— <sup>22</sup> <sub>16</sub>	Frç	96	Paimpol <i>J. Pilvin</i>	C-Or;ch.frg;sfb;S. A;p.S.	12.69 41-8	4.87 16-0	1.90 6-3	.....	Paimpol	Capt	Pmp96			
✠	2 G.-BARGHETTI, <i>Fontana</i> . (6.03)	12-4	—	—	Ctt P-B	68	Itl	85 O.03	Viareggio <i>A. Raffaelli</i>	C-Ml.ch.m-frg.p.P; d.ft-m.8.03;grp.SS.96; rp.03.	21.0 69-0	6.4 21-0	2.60 8-6	.....	Livourne	C. Giorgini (à Viareggio)	Lvn. 10.05			
.	3 G.-C.-GRADWELL, <i>Pretty- mann, J. E.</i> (10.00)	14-3	—	—	G3m	— <sup>156</sup> <sub>119</sub>	Ang	73 O.00	Appledore <i>A. Cook</i>	C-Or-Gr-PP;ch.m-frg; p.n.84;grp.84;sfb.car. SS.10.00;rp.03.	30.27 99-4	6.74 22-1	3.69 12-1	.....	London	Capt (à Pentewan)	Flm.03 c.v.03			
✠	4 G.-COSTAGLIOLA ( <i>ex-Giuseppe- Costagliola</i> ), <i>Parascandola</i> . (12.01)	13-3	—	—	Bq P-B	— <sup>641</sup> <sub>615</sub> 634	Itl	77 O.02	Ischia <i>G. Bonifacio</i>	C;ch.m.d.ft-m. 9.02;rp.SS.02.	46.03 151-0	9.67 33-6	6.50 21-4	.....	Naples	G.Costagliola (à Procida)	Bx 7.06			
✠	5 G.-G.-M., <i>Rio</i> . (10.99)	13-3	—	—	Bk	— <sup>142</sup> <sub>122</sub>	Frç	68 O.99	Nantes <i>Sevestre</i>	C.ch.frg.sfb;p.n.92; SS.92;rp-car.10.99	24.50 80-5	7.10 23-4	3.49 11-6	.....	Lorient	Le Brise	B-I. 99			
✠	6 G.-J.-P., <i>Joulain</i> . (7.07)	13	3/3, P	1.1.	Dy	— <sup>30</sup> <sub>22</sub>	Frç	07	Trentemoult <i>E. Alleau</i>	C;ch.frg;sfb.	14.80 48-7	4.60 15-1	1.80 5-11	.....	Le Croisic	Peneau & Co (à St-Nazaire)	Nt. 7.07			
✠	7 G.-K.-C., <i>Collin</i> . (1.02)	14-6	5/6, G	1.1.	Glt	— <sup>72</sup> <sub>55</sub>	Frç	77 O.04	Nantes <i>E. Clergeau</i>	C.ch.frg.sfb;SS. 7.93;p.n.99;rp-car.8.99.	19.9 65-4	5.5 18-0	2.83 9-4	.....	Noirmou- tiers	Capt	Nt. 4.06 c.v. 04			
.	8 G.-PELLERANO, <i>Meccheri</i> . (11.04)	13-1	—	—	Glt	70	Itl	81 O.05	Limite <i>Picchiotti</i>	C-P;ch.m-frg;grp. 97;d.ft-m.9.97.	22.80 74-10	6.60 21-8	2.74 9-0	.....	Livourne	Dante Baldi	Lvn. 2.05 c.v. 2.05			
✠	9 G.-R.-BERG, <i>Hvenegaard</i> . 01-06 (3.94)	16	3/3, G	1.1.	G3m	— <sup>167</sup> <sub>144</sub> 159	Dan	94 O.02	Thurø <i>J.Ph.Jørgensen</i>	C-Ht;ch.m-frg;sfb. (sal);p.P;car.10.05	30.54 100-2	7.41 24-3	3.33 10-9	.....	Svendborg	J.Ph.Jørgen- sen (à Thurø)	Svdb. *1.07			
.	10 GABRIEL ( <i>ex-Josefa-Durall</i> ), <i>Matamala</i> . (9.05)	12-4	5/6, A	1.1.	B-G 3m P-B	— <sup>257</sup> <sub>246</sub>	Esp	72 O.05	San-Feliu <i>de Guiswolo</i>	C-Ml;ch.m;SS.94; d.m.9.05;rp.05.	33.10 108-7	7.70 25-4	3.92 12-11	.....	Barcelone	Capt	Bic. 9.05			
.	11 GABRIELA, <i>Costa,Ed.</i> (7.90)	12-4	—	—	Glt Ple	— <sup>156</sup> <sub>146</sub>	Esp	58 O.90	Lloret	C-Ml;ch.ev-m;d.ev. 6.90;grp.SS.90.	25.60 84-0	7.42 24-4	3.74 12-4	.....	Barcelone	Capt	Brc. 90			
.	12 GABRIELLE, <i>Collet</i> . (10.06)	13-2	3/3, G	1.1.	B-G	— <sup>199</sup> <sub>99</sub>	Frç	82 O.06	Varazze	C-Ht.ch.m-frg; (sal);p.S.00;grp.SS.00; rp-car.10.06.	27.17 89-2	7.25 23-10	3.39 11-2	.....	St-Malo	Coppens (à Auray)	Aur. 10.06			
.	13 GABRIELLE ( <i>ex-Ida-Louise</i> ), <i>Le Hégarat</i> . (4.06)	12-4	5/6, P	1.1.	Slp Dy	— <sup>69</sup> <sub>44</sub>	Frç	78 O.06	Plymouth	C-Or-PP.ch.frg;sfb; <i>a cirier</i> ;rp-car.SS.1.06.	22.26 73-0	6.08 19-11	3.13 10-3	.....	Cherbourg	Capt	Brst 4.06			
.	14 GABRIELLE, <i>Olivier</i> . (12.98)	10-3	—	—	Slp	58	Frç	77 O.98	Boulogne	C-Or-PP.sfb;grp- 86;SS.92;rp-car.12.98.	19.9 65-4	6.1 20-0	2.73 9-0	.....	Boulogne	Vve Hautin- Tétard	Chb.98			
✠	15 GABRIELLE, <i>Raffin</i> . (4.96)	13	3/3, P	1.1.	Dy	— <sup>52</sup> <sub>38</sub>	Frç	96 O.03	Nantes <i>P. Sevestre</i>	C-Or;ch.frg;sfb; car.8.03.	18.79 61-9	5.47 18-0	2.36 7-9	.....	Ile d'Yeu	Cadou (à Nantes)	Nt. 10.05			

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER															
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✦	16	GEA, Möller. (9.01)	16	3/3, G	1.1.	G3m	285 205 224	Dan	01	Svendborg Paulsen & Jensen	C-Ht; ch. frg.; (sal); sfb.	34.43 113-0	8.35 27-5	3.04 11-11	.....	Svendborg	C.V. Petersen	Chb. 7.86 c.v. 7.06	
✦	17	GEA, Pedersen. (1.92) 89-04	16	3/3, Y A. & C. P.	1.1.	Glt	69 69	Dan	92 O.00	Svendborg S. Weber	C-Ht-Ml-F. ch. m. frg. alg. 97; d. ft. m. 4.00; rp. 06.	24.25 79-7	5.75 19-6	2.26 7-5	.....	Rudkjö- bing	C. Ahlefeld- Laurvigen	Card. 9.86 c.v. 5.05	
✦	18	GAEL, Savary. (2.06) P. C. 6-86 (3.07)	11	3/3, L A. & C. P.	1.1.	Bq 1 P + Bp	2199 1940	Frç	01 V.06	St-Nazaire Chantiers de la Loire	A; 2 comp; D. 17m; R. 6m35 & 12m65; G. 11m80; rp. 05; car. 3.07.	85.28 279.10	12.24 40-2	6.93 22-9	56 1/2 59 1/2	Nantes	Cie Celtique Maritime	Glsg. 3.87	
✦	19	GAËTE, Thépaut. (2.05)	16	3/3, G A. & C. P.	1.1.	Glt	171 130	Frç	05	Kerity Bonne	C-Or-Ht; ch. frg; (sal); p. S; sfb.	31.51 103-5	7.58 24-10	3.65 12-0	.....	Paimpol	E. Duñhol & fils	Pmp. 2.87 c.v. 2.07	
✦	20	GALATHEA, Bom. (5.97) 94-97	16	3/3, G	1.1.	G3m	208 181 197	Dan	97 O.04	Thurø Ch. Bom	C-Ht; ch. m. frg; (sal); sfb; rp. car. 8.06.	32.74 107-5	7.94 26-0	3.39 11-2	.....	Svendborg	Ch. Bom (à Thurø)	Svdb. 8.06	
✦	21	GALATHEA, Nilsson. (5.05)	14-6	5/6, A	1.1.	Bk 1 P-B	346 312 328	Sds	78 O.05	Göteborg J. E. Hübner	P-C-PP. ch. m. frg.; (sal); d. ft. m. 5.05; rp. SS.00.	37.97 124-7	7.32 24-0	4.70 15-5	.....	Helsing- borg	J. Pettersson	Hlsh. 5.05	
.	22	GALATHÉE (ex-Stella-E.), Quesnel. (11.04)	11-4	5/6, G	1.1.	Glt	105 75	Frç	89 O.04	Conquerall (N-S)	Sp-B-Ht; ch. m. fr.; (sal); sfb; SS. 04; p. n. 04; rp. 04; car. 11.04.	24.15 79-3	7.32 24-0	2.81 9-2	.....	Granville	E. Lépaulou	Grv. 1.87 c.v. 12.06	
✦	23	GALEON, Persson. (8.90)	12-5	—	—	G3m	326 295 282	Sds	71 O.90	Québec W. Charland	C-Or-B-P. ch. m. p. P d. ft. m. 8.90; rp. SS.90.	36.83 120-9	8.20 26-11	4.02 13-2	.....	Halmstad	T. Schele	Svdb 92	
.	24	GALILÉE, Cochet. (1.07)	12-3	5/6, P	1.1.	Slp	79 58	Frç	78 rc. 98 O.07	Fécamp	C-Or-Mr. ch. frg. sfb; (sal); rc. SS. 1.93; rp. car. 1.07.	22.04 72-4	6.34 20-10	2.81 9-3	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.87	
.	25	GALOFRE, Gimenez. (12.04)	12-2	—	—	Bq 1 P-B	278 360	Esp	71 O.05	San-Feliu	C-P-Ml. ch. cv. m; SS.92; d. m. 9.01; rp. 05.	35.88 117-9	8.70 28-6	4.75 15-7	.....	Barcelone	D. Gimenez (à Oran)	Brc. 5.25 c.v. 9.05	
✦	26	GAMBETTA, Lidou. (4.04)	13	3/3, L	1.1.	3m B-G	436 370	Frç	04	St-Malo Chantiers de con- structions navales	C-Ht; ch. m. frg.; d. m. 3.04.	44.00 144-4	9.32 30-7	4.50 14-9	.....	Le Havre	Félix Brot	St-M. 3.06	
.	27	GAMEN (ex-Banca-Navale), Lindström. (3.07)	13-4	5/6, L	1.1.	Bq 2 P	985 838 847 1/2	Sds	74 O.07	Genes	C-PP. ch. m. frg. (sal); rp. SS. 01; sff. pr. d. ft. m. 12.05; rp. 07.	55.77 183-0	9.55 31-6	6.56 21-7	.....	Göthen- bourg	John E. Olson	Get. 7.87	
✦	28	GAMEN, Jansson, J. E. (9.92)	12	—	—	Glt	64 58	Sds	92 O.98	Södra-Gärns- Warf J. A. Svensson	P-C. ch. frg. (sal); sfb; car. 4.02.	23.00 75-5	5.30 17-5	2.02 6-8	.....	Källö	Capt	Kngb. 02	
.	29	GAMO (ex-Reindeer), Rá- marheira. (4.03)	14-5	5/6, A	1.1.	G3m 1 P-B	248 316	Ptg	74 rc. 97 O.03	Tayport	Op-C-PP; ch. m.; (sal); d. ft. m. 5.97; rc. 97; rp. 07.	38.10 125-0	7.10 23-4	4.10 13-5	.....	Lisbonne	Parceria Geral de Pescarias	Lish. 5.07 c.v. 4.05	
✦	30	GANGUIL-1, . . . . . (9.05) Porteur.	11	3/3, R A. & C. P.	1.1.	Chal	165	Esp	05	Rotterdam Wilton	A; 12 comp; 1 p. A.	32.49 106-7	5.69 18-8	2.60 8-6	.....	Huelva	Junta de Obras del Puerto	Ra. 9.05	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GREEMENT NOMBRE DE VENTS	NET												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	31	GANGUIL-II, . . . . . (0.05) Porteur.	I	2/3, R	1.1.	Chal	165	Esp	05	Rotterdam Wilton	A; 12 comp; 1 p. A.	32.49 106-7	5.69 18-8	2.60 8-6	.....	Huelva	Junta de Obras del Puerto	Rd. 9.05	
✠	32	GANGUIL-III, . . . . . (10.05) Porteur.	I	3/3, R	1.1.	Chal	165	Esp	05	Rotterdam Wilton's scherp- werf	A; 12 comp; 1 p. A.	32.49 106-7	5.69 18-8	2.60 8-6	.....	Huelva	Junta de Obras del Puerto	Rd. 10.05	
✠	33	GARDENIA, Kermarec. (1.05) 04-05	16	2/3, G	1.1.	Glt	172 162	Frç	05	Kerity Bonne	C-Or-Ht; ch.frg; (sal); sfb; p.S.	31.57 103-7	7.58 24-10	3.65 12-0	.....	Paimpol	J. Giequel	Pmp. 1.07 c.v.1.07	
✠	34	GARIBALDI, Jørgensen. 88-04 (6.04)	16	2/3, G	1.1.	G3m	225 196 213	Dan	04	Troense Z. T. Jacobsen	C-Ht; ch.m.frg; (sal); sfb.	35.28 115-9	8.00 26-2	3.64 13-0	.....	Svendborg	Z. T. Jacobsen (à Troense)	Svob. 7.07	
•	35	GARIBALDI, Andersen. (12.89)	13-3	—	—	Glt	120 49	Dan	61 O.90	Thurø N.Troensegaard	C-Ht.ch.m.frg;sfb; rp.SS.83; car.3.90.	27.10 89-0	6.03 19-9	3.14 10-4	.....	Svendborg	L. Jørgensen (à Thurø)	Svob. 92	
•	36	GARIBALDI, Ahlberg. (2.06) —-05	10-6	5/6, P	1.1.	Gls	91	Sl	87 O.06	Södra-Garn	P-C; ch.frg; sfb; grp-car.2.06.	22.45 73-8	6.30 20-8	2.90 9-6	.....	Göteborg	K. Petrell	Get. 2.66	
•	37	GARONNE (ex-Acadia), Pledrel. (2.03)	10-6	2/3, G	1.1.	Glt	84 59	Frç	88 rc.02	Lunenburg (N-E)	C-Mr-Sp-P; ch.ev m- frg;(sal); sfb; rc. SS.02.	23.16 76-0	6.92 22-9	2.84 9-4	.....	St-Pierre- Miquelon	Jean Legasse	St-M. 2.06 c.v.2.06	
✠	38	GARTENLAUBE, Claasen. (6.02)	I	—	—	Glt	152 146	Alm	90 V.02	(Dresden Sach- sehe Dampf- schiff & Maschi- nenbauanstalt	A; 4 comp; G.E; al- lège; p.F; car.6.02.	28.34 93-0	7.00 23-0	2.60 8-6	.....	Hamburg	Vereinigte Rug- sir u. Fracht- schiffahrt Ge- sellschaft	Hbg 02	
✠	39	GASCOGNE (ex-Coquette), Julien. (3.99)	13-4	—	—	G3m	257 225	Frç	85 O.99	Maitland (N- S) Putnam Bros	B-Sp-C.ch.m.frg;(sal) p.Sp; grp.SS.90; d.ft.m. 10.97.	45.37 146-4	9.54 31-4	3.30 10-10	.....	Fécamp	A. Bellet & J. Fep Lemetai.	49	
✠	40	GAUD, Perron. (7.03) 96-06	13	3/3, G	1.1.	Glt	102 76	Frç	03	Kerity Bonne	C-Or-Ht; ch.frg;sfb.	25.70 84-4	6.76 22-2	2.94 9-8	.....	Treguier	Tanguy & Le Briand	Pmp. 7.27 c.v.7.07	
✠	41	GAULOIS, Brésélec. (4.95) 92-95	13	2/3, G	1.1.	D7	76 55	Frç	95 O.02	Paimpol Laboureur	C-Or PP; ch.frg;sfb; (sal); car.9.03; rp.05.	21.91 71-11	5.87 19-4	2.96 9-9	.....	Paimpol	Capt	Pmp. 6.07 c.v.6.07	
•	42	GAULOISE, Le Corre. (3.04) 80-99	14-2	—	—	Glt	129 59	Frç	68 O.04	Dunkerque B. Derycke	C-Or ch.ev.frg;sfb;p.n. SS; SS.90; rp-car.3.04.	25.60 84-0	6.20 20-4	3.52 11-7	.....	Perros- Guirec	Jes. Lequellée (Trébeurden)	Pmp.01	
✠	43	GAULOISE, Le Gallou. (2.03) 97-04	13-3	—	—	Glt	119 99	Frç	79 O.03	La Brebis L. Tranchemer	C-Or.ch.frg;sfb; sal; p. P.00; rp.SS.94; car.1.02.	21.9 88-3	6.0 19-8	3.20 10-6	.....	Binic	Capt.	Chb. 10.05 c.v.10.05	
•	44	GAVENWOOD, Lewes. (7.05)	13-3	5/6, G	1.1.	Glt	128 99	Ang	75 O.05	Limekiln	C-Or-PP.ch.m.frg; (sal); sfb; SS.93; grp.00; car.7.05.	27.93 91-8	6.78 22-3	3.50 11-6	.....	Padstow	W.H. Williams (à New-Quay)	Lim. 7.05	
✠	45	GAZELLA, Baggio. (4.01)	16	3/3, A	1.1.	G3mG 1P-R	325	Ptg	01	St-Ubes	C-Ml; ch.m.frg; (sal); d.ft.m.4.01; rp.07.	40.00 131-3	8.22 27-0	5.12 16-10	.....	Lisbonne	Parceria Geral de Pescarias	Lisb. 5.07	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY									
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															IN METERS								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			IN FEET AND INCHES								
	DATE OF TERM																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19										
+	16	GAZELLE, Schmidt. (2.02) Aux. Gasoline machine. (9.03)	14	3/3, G	1.1.	Glt	151 145	Alm	02	Benicia (Cal) M. Turner	P; ch.m-frg;d.ft-m. 2.07;rp.07.	32.00 105-0	7.32 24-0	3.05 10-0	.....	Hamburg	Hernsheim & Co	Syd. 2.17										
.	47	GAZELLE, Buchholz, H. (12.00)	13-3	—	—	Glt	95 83 79	Alm	71 O.01	Seedorf J. Krüger	C-Ht.ch.frg.sfb; (sal);rp-car.SS.3.01.	22.44 73-4	6.08 19-9	2.72 8-9	.....	Swine- münde	Capt	Kngh.03										
+	48	GAZELLE, La Pierre.(12.90)	14-6	—	—	Slp	40 24	Frç	76 O.91	St-Vaast Ed. Levêque	C-Or-PP.ch.frg. sfb;p.P;rp-car.3.91	18.8 61-8	4.8 15-9	2.40 7-10	.....	St-Servan	Le Tertre	St-M95 c.v.95										
+	49	GAZELLE. Mattsson. (6.03)	12-6	3/3, L	1.1	Bq 1 P-B	1033 999 928	Rss	91 O.03	River John(N-S) C. Mc Lennan	C-B-Sp.ch.m-frg;(sal) rp-car.SS.6.03;d.ft.m. 10.03.	54.76 179-8	10.27 36-0	6.30 20-8	48½ 53	Mariehamn	J.E.Stenroos	Rd. 6.06										
+	50	GEBRÜDER, Dierks, Th. 87-94 (4.94)	14	3/3, G	1.1.	Glo	91 73	Alm	94 O.01	Edewecht Kramer	C-Ht;ch.frg;sfb; rp.02;car.10.05.	22.90 75-2	3.97 13-1	2.28 7-6	.....	Barssel	Capt	Wes. 10.05										
+	51	GEBRÜDER, Ebbers, H. (5.04)	14-4	3/3, P	1.1.	Ev dv	57 49	Alm	91 O.04	Nordloh H. H. Reil	C-Ht.ch.frg;sfb;fd. plt;p.S;car.7.04.	18.60 61-1	5.60 18-5	2.11 6-11	.....	Barssel	Capt	Hbg 04 c.v.04										
+	52	GEERTJELINA, Park. (6.88)	14	—	—	Kff dv 4 m	26	Alm	88 O.95	Nordloh H. H. Reil	C-Ht.ch.frg;sfb;p. S;car.7.95.	15.4 50-6	3.7 12-2	1.50 4 11	.....	Westrhau- derfehn	Capt	Ppb.95										
+	53	GEERTRUIDA-GERARDA, Kuijpers. (4.05) 77-05	I	3/3, L	1.1.	4 m 2 P	2505 2404 2322	P. B	05	Krimpen a/d Lek J. & K. Smilt	A; 6 comp; D. 12m; G. 9m; ½ p. A; 2 p. PP; car.7.07.	85.00 278-10	13.60 44-8	7.96 26-1	66 ½ 69 ½	Krimpen a/d Lek	P. van der Hoog	Dk. 7.07										
+	54	GEFION, Rasmussen. (5.99) 81-99	16	3/3, G	1.1.	G3m	211 181 199	Dan	99 O.06	Svendborg J. R. Andersen	C-Ht;ch.frg;(sal); sfb;rp-car.6.06.	33.02 108-4	7.63 25-0	3.48 11-5	.....	Svendborg	C.V. Petersen	Svdb. 6.06										
+	55	GELSOMINA, Angelino. (12.84)	13-3	—	—	B-G 1 P-B	146 138 146	Itl	68 O.88	Castellamare G. Bonifacio	C.ch.m.d.ft-m. 12.84;SS.79;rp.88.	27.17 89-2	7.11 23-4	3.70 12-2	.....	Syracuse	F.Midolo & Co	Gn. 88 c.v.88										
.	56	GEM, Coc. (8.06)	12-6	5/6, G	1.1.	G3m	174 139 174	Ang	71 O.06	Fowey	C-Or;ch.m-frg;sfb; SS.00;car.3.02;couff. PP.4.04;grp.06.	31.24 102-6	6.76 22-2	3.89 12-9	.....	Fowey	James Cottew (a Gloucester)	Card. 8.06 v.c.04										
+	57	GEMMA (ex Gerda), Hansen. 05-05(12.04)	12-3	3/3, G	1.1.	Glt	115 98 107	Dan	86 O.05	Timmernab- ben C. Nilsen	P-Gch.frg;sfb;(sal); rp.SS.98;car.5.02.	27.35 89-9	6.40 21-0	2.58 8-5	.....	Marstal	J. A. Petersen	Svdb. 8.05 c.v.8.05										
+	58	GENERAL-ARCHINARD, Arnaud. (5.03)	13	3/3, L	1.1.	3m B-G	255 321	Frç	03	St-Malo Ch. de Construc- tions navales	C-Or;ch.m-frg;d.m. 5.03.	38.11 125-0	8.73 28-4	3.99 13-1	.....	Nantes	G. Gautier	Nt. 6.06										
+	59	GENERAL-DE-BOISDEFFRE, P.C. 4-5-64 (2.04) Laroque. (7.07) 01-07	I	3/3, L	1.1.	Bq 1 P-B	2195 1965 1955	Frç	98 V.07	Nantes Chantiers de la Loire	A; 2 comp; D. 17m; R At.5m35; R.N.12m65; G.11m3; p.A;rp.07;car 7.07.	83.97 275-7	12.31 40-5	6.89 22-7	58 62 ½	Nantes	René Guillon & René Fleury	Ld. 7.07										
+	60	GENERAL-DE-NEGRIER, P.C. 8-114 (6.36) Le Meilleur.(6.06) 06-07	I	3/3, L	1.1.	Bq 1 P-B	2196 1946 1951	Frç	01 V.06	Nantes Chantiers Nantais	A; 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m;car.8.07;rp.07.	84.44 277 1	12.31 40-5	6.87 22 6	55 ½ 59 ½	Nantes	Norbert & Claude Guillon	Ld. 8.07										

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NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE — Brut Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT LE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILLAGE — RÉPARATIONS	LONGUEUR — EN PIÈDES ET POUÇES	LARGEUR — EN PIÈDES ET POUÇES	CREUX DE CALE — EN PIÈDES ET POUÇES	FRANC BORD — EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE  DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL  DATE DU TERME			DIVISION ET TERME	COTE														
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
✠	61	GENERAL-DE-SONIS, <i>Consid- net.</i> (5.03)	1	3/3, L A.&C.P.	1.1.	Bq 1 P+Bp	2190 1943	Frç	01 V.06	Nantes <i>Chantiers Nantais</i>	A; 2 comp; D. 16m50; R. 7m50 & 12m60; (1.12m; cat. 5.06.	84.57 277-6	12.31 40 5	6.91 22-8	58 61	Nantes	Sté Nouvelle d'Armement	Av. 5.06
✠	62	GENERAL-FAIDHERBE, <i>Bugault.</i> (9.05) 03-05	1	3/3, L A.&C.P.	1.1.	Bq 1 P+Bp	2188 1904 1902	Frç	01 V.05	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D. 17m50; R. 6m50 & 17m90; G. 14m15; rp. 03; car. 9.06.	84.31 276-8	12.29 40-4	6.87 22-6	56 59	Nantes	Cie Maritime Française	Stt. 9.06
✠	63	GENERAL-FOY, <i>Arnaulit- zon.</i> (2.05)	1	3/3, L A.&C.P.	1.1.	Bq 1 P-B	2191 1973	Frç	00 V.05	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D. 17m; R. 6m50 & 12m70; G. 11m80 p.A; rp. 04; car. 4.07.	84.14 276-1	12.31 40 5	6.80 22-4	56 1/2 59 1/2	Le Havre	Sté des Voiliers Français (à Paris)	Rd. 4.27
✠	64	GENEVA, <i>M<sup>c</sup> Vikar</i> (10.92)	42	—	—	B-G	486 452 488	Amr	92 O.98	Benicia <i>M. Turner</i>	P.ch.m-frg.sfb; (sal); p.P; car. 12.96	48.16 158-0	10.97 36-0	4.27 14-0	.....	San-Fran- cisco	M. Turner & C <sup>o</sup>	Hnl. 03 c. v. 03
	65	GENEVIEVE (ex-Roc), <i>Duena- min.</i> (2.01)	10-3	3/3, G	1.1.	Git	86 52	Frç	99	Mahone-Bay (N-S)	Sp-B-Ht-P; ch.m- frg; (sal); sfb; car. 12.06	27.08 88-10	7.14 23 5	2.44 8-0	.....	St-Malo	La Morue Française	St-M. 2.07
✠	66	GENEVIEVE-MOLINOS, <i>Delin- gnac.</i> (6.07) 03-06	1	3/3, L A.&C.P.	1.1.	Bq 1 P-B	1972 1728	Frç	99 V.07	Nantes <i>Chan- tiers de la Loire</i>	A; 2 comp; D. 17m; R. R. 5m50; R. A. 6m40; G. 12m20; 1/2 p.A; rp-car. 4.07.	82.44 270-6	13.10 39 8	6.80 22 4	56 59	Le Havre	Sté des Voiliers Français (à Paris)	Gst. 4.07
✠	67	GENI (ex-Yvonne-&Marie), <i>Albano.</i> (8.07)	1	3/3, L A.&C.P.	1.1.	Bq 1 P-B	1037	Itl	76 V.07	Nantes <i>Jollet &amp; Babin</i>	F; 2 comp; p.PP; rp. 07; car. 8.07.	62.70 205-8	10.20 33-6	6.23 20-5	.....	Naples	Vincenzo Sabia (Marseille)	Mrs 8.07
✠	68	GENIUS, <i>Bâstrup.</i> (6.02) 69-99	16-6	5/6, G	1.1.	B-G	179 158 174	Dan	79 O.02	Marstal <i>H. J. Bager</i>	C-Ht.ch.frg.sfb;rp- car. SS. 6.02.	27.61 90-7	7.55 24-9	3.45 11-4	.....	Marstal	H. J. Bager	Svdb. 5.66 c. v. 5.06
✠	69	GENOA, <i>Davidson.</i> (11.91)	11-2	—	—	B-G	432 461 496	Ang	75 O.91	Hantsport (NE) <i>J. Davidson</i>	B-Sp-C-PP.ch.m-fr. d.ft-m. 10.89; (sal); p.Sp; SS. 86.	40.50 133-0	9.57 31-5	5.41 17-9	.....	Windsor (N-E)	T.C. Marsters	Wds. 92 c. v. 92
	70	GEORG, voir aussi GEORGE,	GEOR GES.															
✠	71	GEORG, <i>Behrsin.</i> (5.99)	10-4	—	—	G3m	283 268	Rss	69 re. 93 0.99	Haynasch <i>J. Jefino</i>	P-C.ch.frg; (sal); p. P. 93; sff.ft. P. 3.93; car. SS. 5.99.	34.78 114-1	7.69 25-3	3.89 12-8	.....	Riga	Gebrüder Weide	Riga 01
✠	72	GEORG, <i>Malmgren, L. P.</i> (4.07)	14	3/3, G	1.1	G3m	136 115	Sds	97	Wiken <i>J. Hagerman</i>	C-Ht-P; ch-frg; (sal); sfb.	27.61 90-7	6.68 21-11	3.82 9-3	.....	Raa	Capt	Hlsb. 4.07
✠	73	GEORG-NICOLAUS, <i>Brandt.</i> (3.05)	11-4	5/6, G	1.1.	G3m 1 P-B	263 238 241	Sds	63 O.05	Altona	C-Ht.ch.m; sfb; P. 96; grp. 96; rp-car. SS. 3.05	38.71 127-0	7.60 25-0	4.46 14-7	.....	Jonstorp	L. Jönsson	Hlsb 3.07
	74	GEORGE, voir aussi GEORG,	GEOR GES.															
✠	75	GEORGE CURTIS, <i>Calthoun.</i> (11.01)	15-6	—	—	3 m 2 P-B	1838 1681	Amr	84 O.01	Waldoboro <i>A. R. Reed</i>	C-PP.ch.m-frg; (sal); p. rp. 92; d.ft-m. 12.98; SS. 01.	71.32 224-0	13.93 42-5	7.67 25-2	.....	San-Fran- cisco	The Ship George Curtis Co	S-F. 01 c. v. 01

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS		CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TEAM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
	DATE OF TERM																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
+	76	GEORGE-H.-CORLISS, . . . . ELECTR. (9.96)	I	—	—	Barge 1 P-B	3259	Amr	96	South-Chicago Chicago Ship Co	1;6 comp;(W3;cell); p.A.	107.29 352-0	13.41 44-0	7.93 26-0	.....	Duluth (Minn.)	Bessemer Steamship Co	Chc. 96
.	77	GEORGE-A-MARY, . . . . (3.05)	14-6	5/6, A	1.1.	Glt	100 83	Ang	75 0.05	Jersey D. Le Sueur	C-PP:ch.m-fr;SS. 05;d.ft.m.5.04.	25.43 83-3	6.25 20-6	3.05 10-0	17 1/2 20 1/2	Jersey	M. Davey	Plm. 3.05
.	78	GEORGES, voir aussi GEORG, GEORGE.																
.	79	GEORGES, Leray. (1.06)	12-2	5/6, P	1.1.	Glt	76	Frç	66 re.94 0.04	Essex (E-U)	C-Mr-Ep;ch.m-frg; (sal);p.Sp.94;rp-car.SS. 1.02.	23.00 75-6	6.60 21-8	2.45 8-1	.....	St-Pierre- Miquelon	Th. Clement	St-P. 4.06 c.v. 4.06
.	80	GEORGES, Cléret. (4.06)	9-3	5/6, P	1.1.	Glt	54 29	Frç	81 re.97 0.06	LaHave (N-E)	Sp-P-Ht-Mr;ch.m- fr.(sal);sfb;SS.97;rp. 05;car.1.05.	20.23 66-4	5.95 19-6	2.51 8-3	.....	St-Pierre- Miquelon	E. Fontaine	St-P. 1.06 c.v. 1.06
+	81	GEORGES-A-LUCIEN, Delaby. (5.96) (3/3, P. 1.1.)	16	...	...	Slp	52	Frç	96	Dieppe Clémence frères	C-Ht-Or-S;ch.frg; (sal);sfb;p.S.	17.70 58-1	5.70 18-9	2.09 6-10	.....	Le Tréport	Huet (à Montmirail)	Dp. 96
.	82	GEORGINE, Hansen, C. (3.98)	13-4	—	—	Gls	87 23	Alm	66 re.88 0.98	Seedorf J. Krüger	C-Ht.ch.frg.sfb;(sal); rp-car.SS.3.98	15.0 49-3	4.7 15-5	2.04 6-8	.....	Stralsund	Capt (à Seedorf a/R)	Strs. 98
.	83	GEORGIOS, voir aussi GIORGIOS.																
.	84	GEORGIOS (ex-Elias), Zar- neas. (1.98)	12-3	—	—	B-G 1 P-B	308	Tre	78 0.98	Galaxidi	C-Ml-P;ch.m-frg; sfb;grp-car.1.98.	31.43 113-0	8.20 26-11	5.33 17-6	.....	Smyrne	Aristidis As- piotis	Ctt. 01
.	85	GEORGIOS, Skynitis. (12.05)	13-3	3/3, M	1.1.	Glt 1 P-B	195	Tre	82 0.05	Galaxidi	P-C-Ml;ch.m-frg; d.m.12.05.	27.30 89-7	7.80 25-7	4.35 14-3	.....	Chio	Constantin Hatzipateras	Chio 12.05
.	86	GEORGIOS (ex-Agios-Joannis, Anagnostou. (12.00)	13-3	—	—	Glt 1 P-B	120	Tre	88 0.00	Castellarizo	C-Ml;ch.m-frg; bi- tumé 12.00.	24.50 80-5	7.10 23-4	4.60 15-1	.....	Chio	D. Anagnos- tou	Snn 00
.	87	GEORGIOS-THEODORIDIS, Paxos. (12.04)	12-3	3/3, G	1.1.	G3m 1 P-B	490 483	Grc	92 0.04	Cassos	P.ch.cv-frg;sfb; rp-car.SS.12.04.	42.0 137-30	8.80 28-10	6.20 20-4	.....	Piréc	N. Canocaris & N. Moschos	Vas. 12.06
+	88	GERARD-C.-TOBEY, Shurticiff (7.93)	15-6	—	—	Bq 2 P	1459 1390	Amr	78 0.93	Bath (Me) Goss & Sawyer	C-B-Ht-PP.ch.m-frg; (sal);SS.93;d.m.12.97; rp.97.	63.63 208-9	11.93 39-1	7.19 23-7	.....	San-Fran- cisco	Welch & Co	H-K. 97
+	89	GERD, Skramstad. (7.91)	I	—	—	Bq	776 699 698	Nrw	91	Allos Grangemoeth Dobkyard Co	A; 2 comp; D.10m06; G.8m23;R.V.10m13; p.PP.	59.26 194-5	9.83 32-3	5.00 16-5	.....	Kragerö	O. Lindvig	Glsgr 91
.	90	GERDA, Edman. 69-92 (5.04)	11-4	5/6, G	1.1.	Bk	237 211	Sds	69 0.04	Gefle	P-C;ch.frg;sfb;p.n.94; grp-SS.94;rp-car.5.04.	33.20 108-11	8.20 26-11	3.60 11-10	.....	Morlanda	E. Olsson	Gut. 5.06 c.v. 5.06

N.B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## GES

Surveillance spec.	NAVIRES & CAPITAINES		CLASSIFICATION			GRÉMENT NOMBRE DE PONT	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIEDS ET POUCHES	LARGEUR EN MÈTRES	CREUX DE CALE EN POUCHES	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE			Brut — Net — Sous le pont	DOUBLAGE — RÉPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
•	91	GERDA (ex-Blitz), <i>Håkansson</i> (12.97)	13-4	—	—	Bq 1 P-B	215 183	Sds	61 re.79 O.98	Burg <i>H. Bosse</i>	C-PP;ch.m.frg.(sal);p. PP.79;sfb;rp.SS.92;car. 8.98.	32.07 108-6	7.24 23-9	3.59 11-7	.....	Brantevik	B. Andersson	Mlm.98		
✝	92	GERDA, <i>Scensson.</i> (11.02) 94-02	12	3/3, G	1.1.	G3m	157 132	Sds	02	Sjötorp <i>S. Groth</i>	P-C;ch.frg;(sal); sfb.	30.69 100-8	6.46 21-2	2.85 9-4	.....	Göteborg	J. Albrektsson	Stt. 5.07 c.v.04		
✝	93	GERDA, <i>Persson.</i> (3.97)	12	3/3, G	1.1.	Glt	97	Sds	97 O.04	Södra Gärns <i>J. A. Svensson</i>	P-C;ch.frg;sfb;(sal) rp.04;car.7.04.	24.80 81-5	6.38 21-0	2.60 8-6	.....	Höganäs	H. P. Jönsson	Hlsb.04		
•	94	GERDA, <i>Gustafsson.</i> (11.99)	10-3	3/3, G	1.1.	Glt	93 79	Sds	98 O.05	Sjötorp <i>S. Groth</i>	P-C.ch.frg;(sal); sfb;car.4.05.	22.74 74-7	6.65 21-10	2.74 9-0	.....	Sjötorp	S. Groth	Got. 4.05		
✝	95	GERHARD, <i>Schansker.</i> (5.96) 93-96	13	3/3, G	1.1.	Tk dv 2m	88 72 86	Alm	96 O.03	Martenshoek <i>G. &amp; K. Bodewes</i>	C-PP-P.ch.frg;sfb; (sal);fd.plt;p.PP;car. 9.03;rp.04.	25.40 83-4	5.60 18-5	2.34 7-9	.....	West- Rhauderfehn	G. Schansker	Wes. 9.07		
•	96	GERM, <i>Wall.</i> (8.88)	10	—	—	Glt	95	Ang	88	Spencer-I.L.N.S. <i>Spencer's Isl.Co</i>	B-Sp.ch.frg.(sal); d.m.11.89.	24.1 79-0	7.6 25-0	2.44 8-0	.....	New-Am- sterdam	C. W. Cooper	Hlfx 89		
✝	97	GERMAINE, <i>Le Maigat.</i> (10.94)	16	3/3, G	1.1.	Glt	157 125	Frç	94 O.00	Paimpol <i>Laboureur</i>	C-Or.ch.m.frg; sal);sfb.car.11.06.	31.27 102-8	7.11 23-4	3.55 11-8	.....	Paimpol	Francisque Gicquel	Pmp. 1.07		
✝	98	GERMAINE, <i>Stephan.</i> (3.06)	13-3	3/3, A	1.1.	Glt	76 54	Frç	91 O.06	LaRichardais <i>L. Tranchemer</i>	C-Or;ch.frg;(sal); d.z.1.01;rp.06.	22.20 72-10	5.92 19-6	2.90 9-7	.....	Port St-Louis du Rhône	Sté Gle pour la Fabrication de la Dynamite	Mis 5.06 c.v. 5.06		
✝	99	GERMAINE, <i>Gaillou.</i> (12.97) 75-05	13	3/3, P	1.1.	Kt	89 30	Frç	97 O.05	Paimpol <i>Pilvin</i>	C-Or;ch.frg;S.A; sfb;rp-car.5.04.	16.06 52-8	5.57 18-3	2.46 8-1	.....	Tréguier	L'Hostis (à Pleubian)	Pmp. 10.05 c.v.05		
•	100	GERMAINE-&-LOUIS (ex-Alma- Nelson), <i>Aubet.</i> (2.02)	10-7	3/3, G	1.1.	Glt	129 104	Frç	99 O.02	Lunenburg (N-S)	Sp-B-Ht;ch.m.frg; (sal);sfb.	31.79 104-4	7.60 24-11	3.08 10-1	.....	St-Servan	L. Hubert fils	St-M. 2.06 c.v. 2.06		
✝	101	GERMANIC, . . . . . (10.01)	13-5	—	—	3 m 2 P	1297 1218 1199	Nrw	78 O.01	Quebec <i>P. Baldwin</i>	Hk-C-Or-B.P.ch.m.fr. (sal);p.PP.95;d.fr-m. 10.01;rp.SS.01.	62.05 203-7	11.76 38-7	7.29 23-11	.....	Moss	A. Olsen & Co	Hbg 02 c.v.02		
✝	102	GERTRUD, <i>Corneliusson, P.</i> (2.98)	12	3/3, P	1.1.	Glt	39	Sds	98 O.04	Södra-Gärns- Warf	P-C;ch.frg;sfb;(sal) rp.04;car.7.04.	19.00 62-4	5.34 17-6	2.18 7-2	.....	Köpstadsö	Capt	Got. 04		
•	103	GESINA, voir aussi GESINE, GEZIE NA.																		
✝	104	GESINA, <i>Stränge, J. H.</i> (6.86)	14	—	—	Kff dv 4m	87 34	Alm	86 O.93	Bollingen <i>Junssen</i>	C-Ht.ch.frg.sfb;fd. plt;p.S;rp-car.6.93	16.5 54-0	4.1 13-6	1.55 5-1	.....	Rhauder- fehn	Capt	Ppb.95		
✝	105	GESINA, <i>Junssen, G. K.</i> (4.90)	11	—	—	Kff dv 4m	85 24 31	Alm	90	Kloster <i>Schulte</i>	C-Ht.sfb;p.S;rp- car.11.90.	17.30 56-9	4.20 13-9	1.60 5-3	.....	Ost-Rhau- derfehn	Capt	Leer 93		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HULL  IN METERS	FREE BOARD  SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
.	106	GESINA, <i>de Buhr, E. O.</i> (3.91)	11-5	—	—	Tk dv	29 28	Alm	80 O.91	Rorichmoor <i>T. Wiese</i>	C-Ht.sfb./d.plt;p.S rp.SS.91;car.3.94.	15.6 51-2	3.9 12-9	1.52 5-0	.....	Rhauder- fehn	Capt	Leer 94														
.	107	GESINA, <i>Heyen, J.</i> (4.91)	11-4	—	—	Tk dv	28	Alm	81 O.91	Osterhusen <i>Schulte</i>	C-Ht.sfb;p.S;car. 4.91.	16.5 54-0	4.3 12-9	1.59 5-3	.....	Ost-Rhauder- fehn	Capt	Leer 93														
✝	108	GESINA-LUCIA, . . . . . (2.91)	13-4	—	—	Glt	82 75	Ang	73 O.91	Edeweicht <i>Dey</i>	C-Ht.sfb;p.S;car. 2.91.	23.3 76-5	5.6 18-4	2.36 7-9	.....	Dublin	S. Waldron	Leer 91														
.	109	GESINE, <i>voir aussi</i> GESINA, GEZIENA.																														
.	110	GESINE, <i>Frerichs.</i> (7.02) 89-02	14-5	—	—	Glt	111 97	Alm	74 O.03	Varel <i>C. Schwoon</i>	C-Ht.sfb;p.S.97; rp-car.SS.4.03.	24.70 81-1	5.73 18-9	2.93 9-7	.....	Iherings- fehn	D. Aden	Wes.03														
✝	111	GESU-&-MARIA ( <i>ex-Maria</i> ), . . . . . (5.01)	15-4	—	—	Bq 1 P-B	481 387	Tre	71 O.01	Fiume <i>Schiavoni frères</i>	C-M1-Ht.ch.m-frg; d.ft-m.5.01;rp.01.	39.12 128-4	8.43 27-8	5.50 18-0	.....	Castello- rizzo	A. Cujos	Ctt. 01														
.	112	GEZIENA, <i>voir aussi</i> GESINA, GESINE.																														
.	113	GEZIENA, <i>Van Dijk, J.</i> (1.04)	I	3/3, G	1.1.	Glt bsc.dv.	124 103 128	P.B	92 V.04	Vierverlaten <i>J. Mulder</i>	A-F;3comp;fd.plt; G-E.p.F;car.1.06.	29.80 97-10	5.90 19-4	2.30 7-7	.....	Groningue	Capt	Gng. 1.06														
✝	114	GEZIENA, <i>Gerkes, S. G.</i> (12.88)	12-4	—	—	Kff dv 4m	72 68	P.B	74 O.89	Wildervank <i>R. van der Werf</i>	C.sfb;car.SS.6.89.	22.5 73-9	4.7 15-5	2.82 7-6	.....	Wilder- vank	Capt	Ld. 92														
.	115	GEZIENA, <i>Borgman, J.</i> (10.94)	12-4	—	—	Tk dv bsc	69 66	P.B	78 O.94	Groningen <i>W. Bosman</i>	C.sfb;G-E;fd.plt; rp.90;SS.94;car.8.96.	21.6 71-0	4.7 15-5	1.90 6-3	.....	Groningen	Capt	Am. 96														
.	116	GEZINA, <i>voir</i> GESINA, GESINE, GEZIENA.																														
.	117	GEZINA-ELSJEN, <i>Schuring,</i> <i>K.</i> (10.04)	I	3/3, P	1.1.	Tk dv. 1 m. bsc	67 61	P.B	03	Groningen <i>Meyer</i>	A; 3 comp;G-E;fd. plt;p.A;rp-car.11.06.	24.50 80-5	4.92 16-2	2.19 7-2	.....	Veendam	Capt	Wes. 11.06														
.	118	GIORGIOS, <i>voir aussi</i> GEORGIOS.																														
.	119	GIORGIOS, <i>Delis.</i> (8.01)	13-4	—	—	B-G 1 P-B	386	Grc	87 O.01	Syra	C-P;ch.m-frg;sfb; rp-car.SS.9.01.	38.00 124-8	8.10 26-7	5.60 18-4	.....	Syra	Manoli Lava- nos	Cnst.01														
.	120	GIORGIOS, <i>Morakis.</i> (4.01)	12-4	—	—	Bk 1 P-B	326	Tre	..... O.01	.....	P-C-PP;ch.m-frg;d.ft- m 11.99;SS.01;rp.03.	36.00 118-1	8.00 26-3	5.70 18-8	.....	Chios	N. A. Moscos	Syra 03														

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIEDS ET POUCES	LARGUEUR EN MÈTRES	CREUX DE CALE EN MÈTRES	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DÉBUT VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÈLEMENT NATURE DES PONTS	Brut Net Sous le pont					DOUBLAGE — RÉPARATIONS								
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
DATE DU TERME																			
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
121	GIORGIOS (ex-Artemis), Li- gnos. (10.00)		12-3	—	—	B-G 1 P-B	130 Tre	84	Skathos	P-M; ch.m.-frg.sfb; ss.rp-car.bitume 10.00.		28.00 91-10	7.40 24-3	4.50 14-9	.....	Chios	Marco Patteras	Smn.00	
122	GIOVANNA (ex-Giovanna-B.), Lignos. (10.04)		14-2	—	—	B-G 1 P-B	531 Tre	78	Sestri-P.	C-PP-M; ch.m.-frg; d.ft.m.8.00.		42.00 137-10	8.75 28-3	6.44 21-2	.....	Chios	Stravellaki	Smn.04	
123	GIOVANNI-ALBANESE, Rajola. (9.02)		13	3, A	1.1	B-G 1 P-B	406 442 Itl	62	Torre-del- Greco	C-P; ch.m.-frg; grp.SS. 06; d.ft-m.8.06.		42.80 140-5	9.10 29-1	5.40 17-9	.....	Torre-del- Greco	Michele Albanese	Npl. 9.06	
124	GIOVANNI-E-LUCIA (ex-Maria), Pennuto. (8.03)		12-3	2/2, G	1.1	B-G 1 P-B	240 223 Itl	94	Lussinpiccolo Fil Martinotich	C-PP-P-H; ch.m.-frg; d.ft-m.7.03; grp.01.		33.40 109-7	7.86 25-10	4.20 13-9	.....	Siracuse	Dom. Sard	Src. 12.06	
✠ 125	GIOVANNI-MARSAGLIA (ex- Bonne-Mère), Cafiero. (9.05)		16-4	3, 3, A	1.1	B-G 2 P-S	598 488 Itl	86	Honfleur Leviels	C-PP-Or; ch.m.-frg; (sal); spard; d.ft-m. 8.05; rp.SS.02; rp.04.		41.17 135-1	8.38 27-2	5.82 19-1	.....	Spezia	R. Reboa	Mrs 5.07 c.v. 5.07	
✠ 126	GIOVANNISO, Ierna. (9.07)		13-4	2/2, A	1.1	B-G 1 P-B	166 166 Itl	82	Torre-del-Gre- co G. Bonifacio	C-ch.m.-frg; d.ft-m. 8.07; SS.99; rp.07.		29.69 97-5	7.11 23-4	3.80 12-6	.....	Naples	Luigo Musso	Npl. 9.07	
127	GIRONDE (ex-Agostino-Rapet- to), Caralambo. (5.07)		14-4	3, A	1.1	B-G 1 P-B	674 Tre	84	Varazze	C-PP-ch.m.-frg; d. ft.m.5.07; rp.07.		55.03 180-7	10.54 34-7	7.39 24-3	.....	Constan- tinople	Sté de Remor- quage, Sauvetage & Pilotage	Cnst. 5.07	
128	GISELLE, ..... (1.25)		10	—	—	Tin	51 Por	94	Olhão	M; ch.m.-frg; d.ft- m.94.		19.90 65-4	6.25 20-6	1.90 6-3	.....	Lisbonne	Compia de Mossamedes	Lisb.95	
✠ 129	GIULIETTA (ex-Maddalena- Prima), Camiglia. (3.01)		13-3	—	—	B-G	47 Itl	84	Viareggio A. Raffaeli	C-P; ch.m.-frg; sfb; rp-car.SS.2.01		18.50 60-8	5.10 16-9	2.25 7-5	.....	Spezia	Gagliardo Fra- telli (Chiavari)	Npl. 04	
130	GIULIETTA-P. (ex-Tre-Cogna- te), Donati. (10.95) 04-04		14-4	3/3, M	1.1	C-G	65 61 Itl	88	Viareggio A. Raffaeli	C-PP; ch.m.-frg; d. ft-m.10.05; rp.SS.05.		31.10 69-3	6.30 20-8	2.75 9-0	.....	Spezia	Federico Fre- diani (à Carrara)	Gn. 10.05	
131	GIULIO (ex-Vittorino), Sanducci. (1.07)		13-2	5/6, G	1.1	B-G	74 70 Itl	67	Viareggio	C-P; ch.m.-frg; sfb; SS.02; rp-car.1.07.		21.90 71-10	6.60 21-8	2.75 9-0	.....	Givourne	Frlli Antoni- ni d'Andrea	Lvn. 1.07	
✠ 132	GIUSEPPE-DE-FELICE (ex- Emile-Mentier), Cervanzo. (9.05)		16-3	3/3, A	1.1	B-G 2 P-S	368 313 Itl	83	Nantes E Clermont	C-PP; ch.m.-frg;(sal); spard; d.ft-m.9.05; rp. SS.01.		37.67 123-7	8.35 27-5	5.12 16-10	.....	Catane	F. Pidotella	Npl. 9.05	
133	GIUSEPPE-GALLIANO (ex-Pep- pino-Barbera), Orabona. (6.01)		12-3	—	—	B-G	100 30 Itl	92	Castellamare	C-P; ch.m.-frp; P; d.ft-m.6.01; rp.01.		26.50 67-0	6.34 20-10	3.09 10-0	.....	Castella- mare	Anna Esposi- to fu Michele	Npl. 04	
134	GIUSEPPE-PADRE-I, Irrera, D. (5.07)		12-3	5/6, M	1.1	B-G	102 30 Itl	81	Castellamare	C-P; ch.m.-frg; d.ft- m.5.07; rp.SS.07.		24.30 79-9	5.95 19-6	3.05 10-0	.....	Messine	Capt	Mss. 5.07	
135	GIUSEPPINA-S. (ex-Giustizina), Spampinato F. (3.05)		13-2	—	—	B-G	141 138 Itl	77	Savone	C-P; ch; ch.-frg; SS. 00; d.ft-m.5.00; rp.05.		28.60 98-10	6.50 21-4	3.65 12-0	.....	Catane	Francesco Spampinato	Npl. 3.05 c.v. 3.05	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			REG NUMBER OF DECKS	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN FEET AND INCHES	DEPTH OF HOLD  IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER															
					4	5 6														
	1	2	3			8														9
✠	136	GIUSEPPINO ( <i>ex-Fede-L.</i> ), <i>Lavina.</i> (10.92)	14	—	—	Bq 1 P-B	1070	Itl	92	Varazze <i>B. Cerruti</i>	C-PP-Ml.ch.m-frg; p.PP;d.ft-m.2.98.	55.36 181-8	10.14 33-4	7.01 23-1	.....	Naples	M. Guida	Gn. 98		
✠	137	GJERTBUD, <i>Jørgensen, M.</i> 69-77 (5.06)	16-2	5/6, G	1.1.	Glt	160 147 152	Dan	77 O.00	Marstal <i>H. J. Bager</i>	C-Ht.ch.frg;sfb;p.n. 00;rp.SS.00;car.5.06.	29.37 96-5	6.80 22-4	3.30 10-10	.....	Marstal	L. J. Bager	Svdo. 5.06		
✠	138	GLADIATEUR, <i>Decaux.</i> (11.99)	16	3/3, L	1.1.	3mG 1 P-B	395 336	Frç	99	St-Malo <i>A. Bossard</i>	C-Or;ch.m-frg; (sal);d.m.12.69;rp.07.	42.12 138-2	8.80 28-10	4.35 14-3	.....	Fécamp	G. Vasse	St-P. 7.07 c.v.7.07		
✠	139	GLANEUSE, <i>Floury.</i> (9.98) 87-98 (3/3, G.1.1.)	16	...	..	Glt	167 184	Frç	98	Paimpol <i>Laboureur</i>	C-Or;ch.frg;(sal); sfb;car.10.05.	31.64 103-10	7.42 24-4	3.68 12-1	.....	Paimpol	Bertho frères	Pmp. 11.05		
✠	140	GLANEUSE, <i>Poilvet.</i> (1.92)	13	—	—	Glt	134 107	Frç	91 O.00	Nantes <i>Sevestre</i>	C.ch.m-frg.p.PP;d. ft-cv.10.93;rp.01.	30.73 100-10	6.54 21-6	3.38 11-1	.....	Dahouet	Léon Carfan- tan	Dk. 02 c.v.02		
.	141	GLENDOVEER, <i>Reveley.</i> (12.05)	13-4	5/6, G	1.1.	G3m	160 128	Ang	61 O.05	Falmouth	C-PP-Or;ch.m-frg; (sal);sfb;rp-car.11.05.	30.60 100-5	6.83 22-5	3.58 11-9	28 34	Plymouth	W. L. Jenkin (à Newquay)	Flm. 1.06		
.	142	GLENVILLE, <i>Davey.</i> (4.04) -03	12-3	5/6, L	1.1.	Glt 1 P-B	325 289 299	Ang	74 O.04	Sunderland <i>N. Gibbon</i>	C-Or-PP;ch.m;p.P; 95;d.ft-m.5.62;rp. SS.04.	41.14 135-0	8.64 28-4	3.86 12-8	29 1/2	Jersey	Charles Robin, Collas & Co	Pim.04 c.v.04		
.	143	GLIMT, . . . . . (6.89)	10-6	—	—	Bq 1 P-B	735 674 651	Nrw	79 O.89	Lillesand <i>A. Stiansen</i>	P-C-PP;ch.m-frg;d.ft- m.7.92;rp.87;(sal);p.P; SS.89.	48.39 158-9	10.36 34-0	5.67 18-7	.....	Farsand	E. Larsen & Co	Rd. 92		
✠	144	GLOBUS ( <i>ex-Furness-Abbey</i> ), <i>Ueland.</i> (2.02)	14-4	—	—	Bq 2 P	1069 955 959	Nrw	79 O.02	Kennebunk <i>N. L. Thompson</i>	C-PP;ch.m-fr;(sal); SS.94;d.ft-m.11.04; rp.04.	58.20 191-0	11.00 36-0	6.71 22-0	.....	Stavanger	Thos.S.Falck	Rd. 04		
✠	145	GLOOSCAP, <i>Spicer, G. D.</i> (8.04)	12-4	3/3, L	1.1.	3 m 2 P	1859 1720 1623	Ang	91 O.04	Spencer's Island (N-S) <i>Spencers</i> <i>Island Co</i>	C-B Sp-PP;ch.m frg; (sal);d.m.4.04;rp.04.	72.54 238-0	13.03 42-9	7.24 23-9	61 66	Parrsboro' (N-S)	Capt	N-Y. 10.06 c.v.10.06		
✠	146	GLORIA, <i>Fabricius.</i> (4.02) 92-02	16	3/3, G	1.1.	Glt	74 60 70	Dan	02	Marstal <i>N. Petersen.</i>	C-Ht;ch.frg;(sal); sfb.	24.11 79-1	6.12 20-1	2.42 7-11	.....	Marstal	Th. M. Lohse	Svdo. 7.06 c.v.7.06		
.	147	GLORIA, <i>Westerberg.</i> (5.06)	12	3/3, G	1.1.	Glt	103 90	Sds	06	Saltvik <i>E. Waldemar</i>	P-C;ch.frg;(sal); sfb;rp.06.	25.83 84-9	6.38 20-11	2.54 8-4	.....	Donsö	A. Carlsson	Grth. 10.06		
.	148	GLORIA-M. ( <i>ex-Gloria</i> ), <i>Capezza.</i> (3.05)	13-2	—	—	Bq 1 P-B	372 358	Itl	72 O.01	Alimuri <i>M. Mauro</i>	C.ch.m-fr;d.ft-m. 6.01;SS.93;rp.04.	34.08 113.0	8.69 28-6	5.48 18-0	.....	Naples	Luigi Musso	Npl. 3.05		
.	149	GLORIANA, <i>Leech.</i> (11.05)	13-3	5/6, G	1.1.	B-G	169 147	Ang	60 O.05	Ample	C-Or-PP;ch.m-frg;(sal); sfb;grp.SS.05;car.2.01; rp.07.	28.65 94-0	7.04 23-1	3.93 12-11	24	North- Shields	T.J. Ferguson (à Dublin)	Card 16.07		
✠	150	GLORY-OF-THE-SEAS, . . . . . (2.84)	14-6	—	—	3 m 8 P	2103 1939 2009	Amr	70 O.85	East-Boston <i>D. M'Kay</i>	C-PP-Hk;ch.m-fr.d. ft-m.7.85;(sal);SS.85.	73.30 240-2	13.44 44-1	8.63 28-4	.....	Seattle	J. S. Freeman	S-F. 89 c.v.89		

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Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIÈDES ET POUÇES	LARGEUR EN MÈTRES	CREUX DE CALE EN MÈTRES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net				PORT DE CONSTRUCTION — CONSTRUCTEURS	DOUBLAGE — RÉPARATIONS							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
	2	3																			
151	GODTHAAB (ex-Bremerhaven), Birkeland, H. (4.07) 80 - 04	13-3	3/3, G	1.1.	Kt	— 81	Nrw	86 0.07	Rastock Burchard	C-Ht; ch. m-frg; (sal); sfb; car. 7.03; rp. SS.07.	24.79 81-5	6.24 20-6	3.17 10-5	.....	Sogndal	Hans Birke- land	S'vg. 4.07 c.v. 4.07				
152	GOËLAN, Camus. (5.90)	13	—	—	Slp	25	Frç	90	Paimpol L. Labourer	C-Or; ch. frg; sfb; S-A; p. S.	15.0 47-3	4.7 15-5	2.10 6-11	.....	Brest	Camus	Pmp.90				
153	GOELAND, Noslier. (1.03) 99 - 03	16	3/3, G	1.1.	G3m	— 233	Frç	03	Kerity Bonne	C-Or-Ht; ch. m-frg; (sal); sfb.	37.81 124-0	8.66 28-5	3.99 13-1	.....	La Houle	Bérout & Fer- rantin (à Cancale)	St-M. 3.27 c.v. 12.06				
154	GOLDEN-GATE, Krabbe. (5.07)	13	3/3, P	1.1.	Glt	— 64	Sds	07	Halmstad V. Frandsen	C-P; ch-frg; (sal); sfb.	23.96 78-7	7.27 23-10	2.00 6-7	.....	Halmstad	C.A.Anders- son	Got. 5 07				
155	GOLDEN-ROD, Irving. (6.04)	13-7	3/3, L	1.1.	BqG	— 523 475	Ang	92 0.04	Kingsport (N- S) C.R. Burgess	Sp-B-PP-C; ch. m-frg; (sal); d.ft-m. 11.04; SS.04	48.77 160-0	10.97 36-0	4.01 13-2	28 1/2 31 1/2	Windsor (N-S)	Samuel Mac Bride (à New-York)	N-Y. 4.06 c.v. 4.06				
156	GOLDEN-SHORE, Rasmussen. (7.89)	12	—	—	G4m	— 603 623	Amr	89 0.95	Port-Blakely Hall Bros	P.ch.m-frg; (sal); sfb; p.P.	56.41 185-1	11.73 38-6	4.32 14-2	.....	San-Fran- cisco	E. B. Smith & Co	S-F. 95 c.v. 95				
157	GOLGATHA, Martinson. 94-04 (10.04)	11	3/3, G	1.1.	G3m	— 287 244	Rss	04	Gudmans- bach P. Abol	P; ch.fr; (sal); p.P; sfb.	34.85 114-4	7.92 26-0	3.96 13-0	.....	Riga	I. Lorents	Lvp. 11.06 c.v. 11.06				
158	GONDUL, Andersson, A. (4.02)	14	3/3, P	1.1.	Gls	— 32	Sds	02	Råå S. P. Nilsson	C-Ht-P; ch. frg; sfb; car. 6.05	18.55 60-10	5.79 19-0	2.23 7-4	.....	Alabo- darna	Capt	Hlsb. 11.05				
159	GOSSEN, Johansson, A. J. (4.04)	9-3	5/6, P	1.1.	Glt	— 97 91	Sds	rc.90 0.01	Hjellö	P-C; ch.fr; sfb; rp- car. 4.04.	22.27 73-1	6.83 22-5	2.83 9-4	.....	Stenkyrka	Capt	Got. 04				
160	GÖTA, Persson, Chr. (11.00)	12	3/3, P	1.1.	Glt	— 74 68 71	Sds	00 0.07	Sjötorp S. Groth	P-C; ch. frg; (sal); sfb; car. 6.07.	23.00 75-6	5.92 19-5	2.37 7-10	.....	Hven	Capt	Stt. 6.07				
161	GÖTE (ex-Jakor), Bökberg. (8.02)	9	3/3, P	1.1.	Glt	— 145 132	Sds	02 0.07	Salismünde M. Aps	P-C; ch. fr; (sal); sfb; grp.03; car. 11 05; rp.07.	26.87 89-2	7.31 24-0	3.05 10-0	.....	Gothem- bourg	G. O. Wilkens	Hlsb. 4.07				
162	GOTTFRID, Pettersson, A. (3.01)	13	3/3, P	1.1.	Glt	— 57 40	Sds	01	Råå Holm	C-Ht-P; ch. frg; (sal) sfb; car. 2.05.	18.11 59-5	5.93 19-6	2.20 7-3	.....	Råå	Capt	Hlsb. 2.05				
163	GOTTFRIED, Kankel, C. (5.89)	13	—	—	Gls	— 43 40 39	Alm	89 0.96	Seedorf a/R G. Krüger	C-Ht.ch-frg; sfb; (sal); p.P; rp-car. 5.96.	15.65 51-5	4.68 15-4	2.11 6-11	.....	Stralsund	Vve Kankel (à Gross-Zichen- a/R.)	Strs.00				
164	GOVERNOR-ROBIE, Colly. (3.00)	13-6	—	—	3 m 2 P	1713 1627	Amr	83 0.00	Bath (M*) Wm Rogers	C-PP.ch.m-frg; (sal) grp.89; d.ft-m. 5.03; rp. SS.00.	68.30 224-1	12.70 41-0	7.26 23-10	.....	New-York	California Shipping Co	N-Y.03				
165	GRACE-DEERING, Lowry. (12.01)	14-6	5/6, L	1.1.	Bq 2 P	734 657	Amr	77 0.02	Portland Ran- dell & Brewer	C-H k-B-Ht-PP.ch.m- fr. (sal); d.ft-m. 6.02; rp. SS.02.	46.25 151-10	10.07 33-1	5.59 18-4	.....	New York	T. Norton	N-Y. 9.05 c.v. 9.05				

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															Register under deck
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
+	166	GRACIEUSE, Sorel. (3.94)	15	3/3, G	1.1.	Glt	170 143	Frç	94 O.01	Dunkerque Hequet Vanra- penbusche	C-Or;ch-cv-frg;sfb; p.S;car.3.07.	32.86 107-10	7.14 23-6	3.65 12-0	.....	Dunkerque	A. Navet	Dk. 3.07		
+	167	GRACIEUSE, Péron. (6.95) 05-05	15	3/3, P	1.1.	Dy	57 43	Frç	95 O.03	Paimpol Yves Pilvin	C-Or-PP;ch.frg; sfb;car.6.03.	18.39 60-5	6.07 19-11	2.71 8-11	.....	Paimpol	Capt	Pmp. 9.05		
.	168	GRAND-PÈRE, Foucault. (4.99)	9-4	—	—	Glt	53 43	Frç	78 O.99	Mahone-Bay (N-S)	B-Sp-P-Ht;ch.m-fr (sal);p.n.99;grp-car.3.99	20.35 66-9	6.22 20-5	2.47 8-1	.....	St-Pierre- Miquelon	J. Clément fils	St-P.01 c.v.01		
+	169	GRANDE-DUCHESSE-OLGA, P. C. 6-85 (S.07) Le Floch. (7.04) 05-06	1	3/3, L	1.1.	Bq 1 P+B	1981 1747	Frç	98 V.04	Nantes A. Dubigeon	A; 2 comp; D. 20m10; R.A.6m; R.A.11m60; G.14m;car.8.07.	80.30 263-6	11.90 39-1	6.86 22-6	56 60 1/2	Nantes	Société des Ar- mateurs Nan- tais	Card. 8.07		
.	170	GRANVILLAISE (ex-Albanese), Baudouard. (5.00) (3/3, A. 1.1.)	13	...	...	3mG 1 P-B	332 267	Frç	00	Torre-del- Greco	C-P;ch.m-frg;d.ft- m.4.00.	38.72 127-0	8.50 24-7	4.57 15-0	.....	Granville	R. Jamin-Vil- lars	Nt. 03		
+	171	GRAVELINOISE, Brabant. (1.04)	16-6	3/3, G	1.1.	Glt	129 95	Frç	88 O.04	Dunkerque	C-Or.ch.cv-frg;(sal); sfb;p.S.rp-car.12.03.	27.45 90-1	6.45 21-2	3.35 11-0	.....	Gravelines	Torris frères	Dk. 3.07 c.v.3.07		
.	172	GRAVESEND (ex-Spring), Court. (5.92)	10-3	—	—	Glt	138 118	Ang	67 rc.92	Kingsbridge	C-Gr-P-PP;ch.m- fr;sfb;p.PP.92;re.SS.92	27.12 89-0	6.71 22-0	3.71 12-2	.....	Londres	Wm J. Lodge	Ld. 92		
+	173	GRAZIA (ex-Giulia), d'Ottone. (7.02)	15-4	—	—	Bq 1 P-B	803 763 755	Itl	76 O.02	Equa G. Mauro	C-P-PP;ch.m-fr;d. ft-m.7.02;SS.98;rp.03.	48.47 159-1	9.75 32-0	6.70 22-0	.....	Castella- mare	Pollio Frli	Mrs 9.06 c.v.03		
+	174	GRAZIA, Holm. (5.06)	12	3/3, G	1.1.	G3m	157 130	Sds	06	Sjötorp S. Groth	P-C;ch.frg;(sal); sfb.	30.66 100-7	6.58 21-7	2.80 9-2	.....	Mariestad	S. Groth	Got. 5.06		
+	175	GRAZIELLA, Josse. (1.04) (3/3, P. 1.1.)	14-4	...	...	Kt	49 36	Frç	90 O.03	Paimpol Pilvin	C-Or-PP;ch.frg;sfb car.11.03.	18.54 60-11	5.65 18-7	2.48 8-2	.....	Tréguier	Capt	Pmp.03		
.	176	GREAT-ADMIRAL, Sterling. (7.00)	13-4	—	—	3 m 2 P-B	1576 1401 1497	Amr	69 O.94	East-Boston R. E. Jackson	C-PP.ch.m-frg;(sal);p. P.&PP;SS.89;rp.94;d. ft-m.6.00.	65.25 214-2	12.30 40-4	7.73 25-4	.....	New-York	E. R. Sterling	Syd. 01		
+	177	GRÈBE, Ribault. (5.04)	15	3/3, G	1.1.	3m Bq	234 194	Frç	04	La Richardais L. Tranchemer	C-Or;ch.frg;sfb.	33.25 109-1	7.67 25-2	3.83 12-7	.....	St Malo	Béroul	St M. 3.07 c.v.12.06		
+	178	GRENADA, Gardner. (10.06)	12-6	3/3, A	1.1.	Bq 1 P-B	659 635 522	Ang	88 O.06	Hansport (N. S) J. B. North	Sp-B-Ht-PP-C.ch.m- frg;(sal);d.ft-m.5.05;SS. 00;rp.06.	49.10 161-0	10.53 34-7	4.60 15-1	.....	Windsor (N-S)	J. B. North & Sons	N-S. 10.06		
.	179	GRETCHEN, Erdwins, G. (4.87)	11	—	—	Kft dr. 4m	32 24	Alm	87 O.92	Lübbertsfehn C. Schlömer	C-Ht.sfb;fd.plt;p. S;car.4.94.	17.3 56-9	4.3 14-0	1.52 5-0	.....	Holterfehn	Capt	Leer 94		
+	180	GRETHA, Johannsen, J. (5.07)	14-6	3/3, P	1.1.	Gls	69 50	Alm	93 O.07	Ribnitz J.H.Winke	C-Ht;ch.frg;sfb;p. S;rp.SS.1.07.	19.20 63-0	4.95 16-3	2.35 7-9	.....	Hamburg	Capt (in Breiholz)	Hbg 2.07 c.v.2.07		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



GUI

NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIÈDES ET POUÇES	LARGEUR EN MÈTRES	CREUX DE CALE EN POUÇES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION à TERME	COTE			Brut	Net				ANCIEN DE LA CONSTRUCTION	DOUBLAGE								RÉPARATIONS
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL DATE DU TERME				3	4																
1	2	3	4			5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	181	GRETHE, Hansen. (2.06)	16-4	5/6, G	1.1.	Glt	147 133 137	Dan	72 O.06	Thurø L. Kaas	C-Ht.ch.frg.sfb;p.P. 99;rp.SS.99;car.1.06.	29.08 95-5	6.28 20-7	3.18 10-5	.....	Svendborg	J.M. Hansen (à Thurø)	Svdb. 2.06			
•	182	GRETJELINA, Ulpts, S. (12.88)	12-4	—	—	Kff	56 47	Alm	65 O.89	Ihlowerfehn J. Aden	C-Ht.stb;SS.84; rp-car.1.89.	17.9 58-9	5.7 18-8	1.85 6-1	.....	Colling- horst	Capt	Leer 89			
✠	183	GRIPEN (ex-J.T.-Forster), P.C. 5.6-80 (1.04) Andersson.(1.04)	15-4	5/6, L	1.1.	3 m 2 P	1191 1115 1108	Sds	70 O.04	Medford J. T. Foster	C-PP-Hk.ch.m-fr.(sal); SS.90;d.ft-m.1.04;rp. 04.	54.69 179-5	10.00 32-10	7.09 23-6	.....	Gothem- bourg	John E. Olson	Got. 04			
✠	184	GRIPEN, ..... (4.06)	I	3/3, P	1.1.	Glt	310 286 289	Sds	01 V.06	Malmö Hockums Mek. Werkstad	A; 3 comp; p. A. car.4.06.	35.08 115-6	9.14 30-0	3.47 11-5	.....	Malmö	H. Ramsten	Mlm 4.06			
✠	185	GUDNY (ex-Günnar),Saanim 96-02 (10.98)	12	3/3, G	1.1.	Glt	83 70	Nrw	98 O.05	Gamla-Lodese K. Olsson	P-C;ch.frg;(sal); sfb;car.1.05.	23.78 70-8	7.00 23-0	2.44 8-0	.....	Mandal	I. Saanum	Chrd. 7.07 c.v. 7.07			
✠	186	GUÐRUN (ex-Morgenster),..... (12.00)	I	—	—	Ijk dr 1 m usc.	89 78 81	Dan	95 V.00	Martenshoek Niestern & te Velde	A-F; 2 comp; G-E; fd. pit; p.A;grp.00;rp. car.4.02.	25.60 84-0	5.32 17-6	2.16 7-1	.....	Nykjöbing paa Mors	N. P. Chris- tensen	Glsq.02			
✠	187	GUÐRUN (ex-Pervenche), Ullestud, C. (10.93)	16	3/3, G	1.1.	Glt	152 133 132	Nrw	93 O.05	St-Malo Gautier	C-Or;ch.m.frg;sfb; (sal);grp-car.9.05.	30.09 98-9	7.22 23-9	3.55 11-8	.....	Stavanger	Capt	Stvg. 9.05			
•	188	GUÐRUN, Johannesen. (5.07)	I	3/3, P	1.1.	Ctt	74 73 62	Nrw	85 H.07	Middlesbro' Raylton, Dixon & Co	F; 2 comp; rp-car. 5.07.	21.64 71-0	5.79 19-0	3.05 10-0	.....	Mandal	Th. Johanne- sen	Chrd. 5.07			
•	189	GUÐRUN (ex-Camille),Olsson. (5.94)	14-3	—	—	Glt	94 85 77	Sds	61 O.94	Dunkerque	C-Or.ch.ev.frg;sfb;p.P. 91;grp-car.SS.4.94.	23.5 77-0	5.7 18-8	3.26 10-8	.....	Borgeby	O. P. Bengts- son	Cpl. 94			
✠	190	GUÉNOVVLÉ, Martin. (6.04) 02-04	13	3/3, G	1.1.	Glt	102 78	Frç	04	Kerity Bonne	C-Or-Ht;ch.frg; sfb;rp-car.3.05.	25.25 82-10	6.71 22-0	3.00 9-10	.....	Tréguier	LeGoster Freres & Marchand	Lisb. 12.05			
•	191	GUERNICA (ex-Strathmuir), Törner. (12.06) — 04	11-2	3/3, A	1.1.	Bq	1190 1175 1089	Urg	85 O.02	Maitland (N-S) A. Putnam	C-B-Sp;ch.m-fr;(sal); SS.94;d.ft-m.10.03; rp.06.	60.50 198-6	11.63 38-2	6.71 22-0	.....	Montevi- deo	Gorpeika y Za- bala (Hilbao)	Brc. 12.06			
✠	192	GUERVEUR, Créquer.(11.06) P.C. 6-85 (11.06)	I	3/3, L	1.1.	Bq 2 P-H	2648 2227 1918	Frç	02 V.06	Nantes Chantiers de la Loire	A; 2 comp;hurricane; R.A. 7m; rp.0b;car. 7.07.	84.38 276-10	12.29 40-4	6.87 22-6	36 1/2 39 1/2	Nantes	Sté des Voiliers Nantais	Sws. 7.07			
✠	193	GUETHARY, Loisel. (6.05) P.C. 8-114 (5.07)	I	3/3, L	1.1.	Bq 1 P; Bp	2178 1930	Frç	01 V.05	Nantes ChantiersNantais	A; 2 comp;D.16m50; R. 7m50 & 12m60; G 12m;rp.03;car.5.07.	84.44 277-1	12.31 40-5	6.87 22-6	58 61	Bayonne	Sté Bayonnaise de Navigation	Was. 5.07			
✠	194	GUIANA, Hôie. (10.06)	11-4	5/6, A	1.1	Bq 1 P-B	1230 1207 1175	Nrw	82 O.06	Tusket (N-E) Killam Bros	Sp-R-Ht-PP-C;ch.m- fr;(sal);SS.94;rp.06; d.ft-m.10.06.	57.90 190-0	11.69 38-4	6.89 22-7	.....	Haugesund	Kr. Hogh- Hervig	8hrd. 10.06			
•	195	GUIDA-CELESTE, Carletti. (11.89)	13-3	—	—	Glt 1 P-B	1130 1115	Itl	59 O.89	Limite N. Picchiotti	C-Ml-PP;ch.ev-m. d.ft-m.8.87;rp.SS.87.	28.7 94-0	6.7 22-0	3.90 12-10	.....	Livourne	Va Bagioli	Gn. 89			

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HULL  IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
✠ 196	GUILAUME-TELL, <i>Lemarchand</i> . (2.98) (3/3 L, 1.1.)	15	...	...	3mG	403 337	Frç	98	St-Malo <i>A. Buron</i>	C-Or; ch.m-frg; d. cv.2.98	43.30 142 1	9.08 29-10	4.40 14-5	.....	Fécamp	Vve J. Malan- dain & Fils	St-M99			
✠ 197	GUILAUME-TELL, <i>Lefranc</i> . (1.00)	16-6	—	—	B-G	148 110	Frç	74 O.00	Méans <i>Ollivaud</i>	C; ch.frg.sfb; p.PP; SS.92; rp-car. 5.02.	24.51 80-5	6.33 20-9	3.38 11-1	.....	Nantes	Capt (à Sené)	Van. 01 c.v.04			
✠ 198	GULBIS, <i>Baumann</i> . (10.95) 91-02	12	—	—	Glt 3 m	856 838	Rss	95 O.02	Ruthern	P-C; ch.frg; (sal); sfb; rp.02; car. 5.04.	37.95 124-6	8.46 27-9	4.19 13-10	.....	Riga	J.Weling & Co	Hull 10.06 c.v.10.06			
✠ 199	GULDAAS (ex-Heinrich-Ra- mien), <i>Haaland</i> . (8.96)	16-1	—	—	Bq 1 P-B	635 592 561	Nrw	80 O.87	Elsfleth <i>J. Jürgens</i>	C-Ht-PP; ch.m-frg; (sal); p.S; d.ft-m. 4.95.	43.80 143-9	9.75 32-0	5.47 17-11	.....	Sarpsborg	Ole Johansen & Co	P-E. 96			
✠ 200	GULDBORG, <i>Jørgensen</i> . (4.07)	16-3	5/6, G	1.1.	Glt 1 P-B	139 114 130	Dan	77 O.03	Nysted <i>F. Sparre</i>	C-Ht.ch.frg; sfb; (sal); p. P.97; grp.SS.97; rp car. 4.07.	28.65 94-0	6.65 21-10	3.16 10-4	.....	Svendborg	V. Rasmussen	Svdb 4.07			
201	GULFPORT (ex-Maria-L.), <i>Mortensen</i> . (11.04)	12-5	5/6, L	1.1.	Bq 1 P-B	808 746	Nrw	75 O.01	Sestri-P.	C-Ml; ch.m-frg; d.ft- m. 11.04.	51.44 168-9	10.12 33 3	6.76 22-2	.....	Christiania	Rolf Seeberg & Co	Mob.04			
✠ 202	GUNBORG, <i>Johansson</i> . (5.03) 03-03	12	3/3, G	1.1.	Glt 1 P-B	142 121	Sds	03	SodraGarns War <i>J. A. Svensson</i>	C-P; ch.frg; (sal); sfb.	29.40 96-6	6.55 21-6	2.96 9 9	.....	Fjellshol- men	O.Ahrenberg	Kngb. 4.06			
✠ 203	GUNHILD, <i>Mattson</i> . (8.91)	12-4	—	—	Bk 1 P-B	305 264 290	Sds	80 O.91	Krogane <i>B. Samuelsson</i>	P-C.ch.m-frg (sal); p.S; d.ft-m. 7.91; rp.91	36.36 119-4	7.60 25-0	4.06 13-4	.....	Uldevalla	J.N.Sanne	Got. 91			
204	GÜNNAR (ex-Manuel-Antonito), <i>Tobiasson</i> . (3.07) 84-91	11-4	5/6, G	1.1.	Bq 1 P-B	233 214 206	Sds	66 O.07	Gefle <i>J. A. Brodin</i>	P-C.ch.m-frg; p.P.90; sfb; grp.SS.90; rp-car. 3.07.	36.39 119-5	8.20 27-0	3.20 10-6	.....	Fiske- bäckskil	O. Bengtsson	Got. 3.07			
✠ 205	GURLI, <i>Lagström</i> . (11.05)	16-3	3/3, L	1.1.	Bq 1 P-B	737 702	Rss	79 O.00	Gothemburg <i>J. E. Hübner</i>	C-P-PP.ch.m-frg (sal); SS.00; grp.04; d.ft-m. 2.04; rp.05.	51.08 167-7	9.00 29-6	5.79 19-0	.....	Abo	A. F. Svahn- ström	Gard. 9 07			
✠ 206	GURLI, <i>Jönsson</i> . (4.02) 94-02	13	3/3, G	1.1.	Glt 1 P-B	112 97	Sds	02	Halmstad <i>V. Frandsen</i>	P-C; ch.frg; (sal); sfb; rp-car. 2.05.	27.70 90-11	7.55 24-9	3.19 10-6	.....	Halmstad	A. Svensson	Got. 2.05			
207	GUSTAF, voir GUSTAV, GUSTAVE.																			
✠ 208	GUSTAF-ADOLF, <i>Andersson</i> . (8.93)	11-3	—	—	Bq 1 P-B	820 270 273	Sds	71 O.93	Sundsvall <i>U. Hägglund</i>	P.ch.m. (sal); SS.80; rp.88; d.ft-m. 9.91.	39.02 128-0	7.93 26-0	3.67 12-1	.....	Söderby	J.E. Mattsson	Hrns93			
✠ 209	GUSTAFVA, <i>Andersson</i> . (3.90)	3-1	—	—	Bq 1 P-B	328 292 284	Sds	70 O.85	Sundsvall <i>U. Hägglund</i>	S.ch.m-fr.sfb; rp. SS.85; car. 6.91.	39.67 130-2	7.80 25-7	3.68 12-1	.....	Vaddö	C.F. Carlsson	Hrtl.91			
✠ 210	GUSTAV, <i>Sielmann</i> . (7.99) 06-06	11	3/3, G	1.1.	Glt 1 P-B	171 162 150	Rss	99 O.05	Orrenhof <i>Hohnsien</i>	P-C; ch-fr; (sal); sfb; car. 9.07; rp.07.	27.25 89-5	6.93 22-9	3.43 11-3	.....	Riga	G. Kalning	Card. 9.07			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

GYP

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN PIEDS ET POUCES	LARGEUR — EN MÈTRES	CREUX DE CALE	FLANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		Brut — Net — Sous le pont												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	211	GUSTAV-&OSCAR ( <i>ex</i> -Carrie-Reed), <i>Reumann</i> . (5.02) 83 - 05	14-4	—	—	Bq 2 P-B	1384 1295 1282	Chl	70	Kennebunk (M <sup>e</sup> ) <i>W. Thompson</i>	C-PP.ch.m-fr.1p.P.1p. PP;grp.80;(sal);d.ft-m. 5.02;SS.02;rp.05.	61.29 201-1	12.01 39-5	7.65 25-1	.....	Valparaiso	Gutschow & Pisa	Wes. 10.05	
.	212	GUSTAVA, <i>Bunge</i> . C. (9.04) 97 - 97	13-4	5/6, P	1.1.	Gls	44 38	Alm	71	Scedorf a/R <i>J. Krüger</i>	C-Ht.ch.frg.sfb;(sal);p. P.90;grp.94;SS.rp.99; car.9.04.	16.1 53-0	5.1 16-9	2.26 7-5	.....	Stralsund	Capt (à Lutzowerfabre a/R.)	Kngb. 3.07	
✠	213	GUSTAVE, <i>Andres</i> , C. (5.99)	14-4	—	—	Slp	30 29	Alm	82	Scedorf a/R <i>G. Krüger</i>	C-Ht.ch.frg.sfb;rp; car.SS.5.99.	13.4 44-0	4.4 14-5	1.89 6-2	.....	Stralsund	Capt (Letzow a/R.)	Strs. 99	
✠	214	GUSTAVE, <i>Nicolle</i> . — 04	16	3/3, G	1.1.	Glt	118 91	Frç	04	La Richardais <i>L. Tranchemer</i>	C-Or;ch.frg;(sal); sfb;p.P.	27.05 88-9	6.62 21-9	2.90 9-6	.....	Carentan	Th. Lepelle- tier	Hv. 9.07 c.v.10.05	
.	215	GUSTAVE, <i>Pel</i> . (1.94)	12-3	—	—	Slp	71 51	Frç	66	St-Vaast <i>Lefoulon</i>	C.ch.frg.sfb;S-A; p.n.90;rp.90;car.12.93.	18.9 62-0	5.5 18-0	2.69 8-10	.....	Le Havre	Baynel	Rsc. 96	
✠	216	GUSTAVE, <i>Michel</i> . (6.04)	16-7	3/3, P A.&C.P.	1.1.	Dy	63 47	Frç	89	St-Vaa-t <i>A. Bouillon</i>	C-Or-PP;ch.frg;sfb; (sal);car.SS.6.64;rp.07.	19.9 65-4	6.26 20-6	2.73 9-0	.....	Portrieux	Capt	Chb. 3.07	
✠	217	GUSTAVE-EDOUARD, <i>Vince</i> . (3/3, P, 1.1.) (4.93)	16	...	..	Glt	56 38	Frç	93	Nantes <i>E. Alleau</i>	C-Or;ch.m.frg;(sal) p.PP;d.m.3.93.	20.82 68-4	5.81 19-1	2.20 7-3	.....	Nantes	Lalanne (à Cayenne)	Nt. 93	
.	218	GUSTAVE-PROSPER, <i>Truffard</i> . (4.06)	9-2	5/6, P	1.1.	Glt	48 35	Frç	79	St-Pierre- Miquelon	Sp-B-Ht-P;ch.m-fr; (sal);sfb;SS.01;car. 12.05;rp.07.	18.10 59-5	5.92 19-5	2.25 7-5	.....	St-Pierre- Miquelon	P. Gautier	St-P. 6.07	
✠	219	GUY-C.-GOSS, <i>Mallett</i> . (12.79)	15	—	—	Bq 2 P	1572 1430	Amr	79	Bath (M <sup>e</sup> ) <i>Goss, Sawyer &amp; Packard</i>	C-Hk-PP.ch.m.frg;(sal) 1 p.P;1 p.Sp;d.m.7.93; car.9.90.	65.17 213-10	12.15 39-10	7.32 24-0	.....	San-Fran- cisco	Pacific Pack- ing Co	Phl&93 c.v.93	
.	220	GUYANE ( <i>ex</i> -Chittagong), <i>Didrik</i> . (12.96)	13-4	—	—	G3m 1 P-B	341 269	Sds	74	Saunders	C-PP;ch.m.frg;SS. d.ft-m.12.96;rp.96	34.00 141-1	8.40 27-7	3.89 12-10	.....	Oscars- hamn	C. J. Sandel	Mtn.00 c.v.00	
✠	221	GYPSUM-EMPEROR, <i>M'Ken- zie</i> . (10.92)	12	—	—	G4m 1 P-B	744 695 628	Ang	92	Parrsboro'(N- S) <i>D. S. Howard</i>	Sp-B-Ht-C;ch.m.frg; (sal);sfb;car.1.90;rp.01	54.61 179-2	11.02 36-2	4.93 16-2	.....	Windsor (N-S)	Gypsum Packet Co	N-S.01 c.v.00	
✠	222	GYPSUM-EMPRESS, <i>Gayton</i> . (11.92)	12	—	—	G4m 1 P-B	779 723 694	Ang	92	Hansport (N- S) <i>J. B. North</i>	Sp-B-Ht-PP-C.ch.m-fr; (sal);sfb;rp.car.9.97	53.04 174-0	11.10 36-5	5.03 16-6	.....	Windsor (N-S)	Gypsum Packet Co	Wds.00 c.v.00	
✠	223	GYPSUM-QUEEN, <i>Carmichel</i> . (4.91)	12	—	—	G3m 1 P-B	652 609 580	Ang	91	Parrsboro'(N- S) <i>D. S. Howard</i>	C-B-Sp;ch.m.frg;(sal); sfb;rp-car.6.01.	47.40 155-6	11.52 37-10	4.88 16-0	.....	Annapolis (N-S)	R. S. Kerr	Wds.01	

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	1	H.-C.-CHRISTENSEN, <i>Bøye</i> . (6.96)	16	3/3, A	1.1.	8-5 3m	814 286 289	Dan	96	Marstal J.O. Christensen	C-Ht;ch.m-frg;(sal) p.P;d.ft-m.2.05.	38.52 126-3	8.76 28-7	3.99 13-1	.....	Marstal	H. C. Chris- tensen	Svdb. 2.05	
✠	2	H.-D.-BENDIXSEN, <i>Olsen</i> . (4.98) (3/3, G. 1.1.)	14	...	..	G4m	641 570	Amr	98	Eureka H. D. Bendixsen	P;ch.m-frg;sfb; (sal).	52.85 173-5	11.37 37-4	4.08 13-5	.....	San-Fran- cisco	Capt Bruce	S-F. 98	
✠	3	H.-G.-JOHNSON, <i>Newcomb</i> . (1.04)	14-6	5/6, A	1.1.	Bq 2 P	1081 981	Amr	77	Newburyport G. E. Currier	C-PP-Hk;ch.m-fr;(sal); d.ft-m.8.04;SS.03.	60.80 199-6	11.22 36-10	6.65 21-10	.....	Boston	W. B. Rice & Co	Phld. 2.06	
.	4	H.-H.-A., ..... Porteur. (2.04)	I	3/3, R	1.1.	1m	260	Arg	03	Willebroeck Ateliers de Wil- lebroeck	A; 11 comp.	27.00 88-7	3.77 12-4	2.85 9-4	.....	Rosario	H. Hersent & Fils	B.A. 04	
.	5	H.-H.-B., ..... Porteur. (1.04)	I	3/3, R	1.1.	1m	260	Arg	03	Willebroeck Ateliers de Wil- lebroeck	A; 11 comp.	27.00 88-7	3.77 12-4	2.85 9-4	.....	Rosario	H. Hersent & Fils	B.A. 04	
.	6	H.-H.-C., ..... Porteur. (3.04)	I	3/3, R	1.1.	1m	260	Arg	03	Willebroeck Ateliers de Wil- lebroeck	A; 11 comp.	27.00 88-7	3.77 12-4	2.85 9-4	.....	Rosario	H. Hersent & Fils	B.A. 04	
✠	7	H.-H.-PETERSEN, <i>Christensen</i> . (5.02) 03-07	16	3/3, G	1.1.	G3m	192 167 186	Dan	02	Marstal J.O. Christensen	C-Ht;ch.frg;(sal); sfb;rp.04.	35.09 115-2	7.63 25-0	3.30 10-10	.....	Marstal	H. C. Chris- tensen	Kngb. 9.07 c.v. 04	
✠	8	H.-J.-JENSEN, <i>Larsen</i> . (2.03) 92-03	16	3/3, G	1.1.	G3m	202 175 192	Dan	03	Thurø J. P. Jørgensen	C-Ht;ch.frg;(sal); sfb.	34.12 112-0	7.85 25-9	3.58 11-9	.....	Svendborg	H. J. Jensen (à Thurø)	Ld. 10.05	
✠	9	H.-J.-LOGAN, <i>Howard</i> . P.C. (10.06) (6.02)	12	3/3, A	1.1.	G4m 1 P-B	847 772 761	Ang	02	Parrsboro'(N- S) D.S. Howard	Sp-B-C-Ht;ch.m- frg;(sal);d.ft m.10.02.	53.34 175-0	11.42 37-6	5.67 18-9	.....	Parrsboro' (N-S)	D. S. Howard	N-S. 10.06	
✠	10	HAABET (ex-Gudsgave), <i>Andersen</i> . (12.05) 86-04	13-6	5/6, G	1.1.	3mG 1 P-B	205 162 187	Dan	71	Odense H. L. Hansen	C-Ht;ch.m-frg;sfb;grp. 90;rp-car.SS.6.06.	32.22 109-0	6.71 22-0	3.59 11-9	.....	Faaborg	A. L. Hansen	Svdb. 6.06	
✠	11	HAABET, <i>Eschen</i> . (4.06) 94-05	16-6	3/3, G	1.1.	G3m	166 146 166	Dan	90	Marstal J.O. Christensen	C-Ht;ch.frg;sfb; (sal);p.P;rp-car.SS.8.06.	30.22 99-2	6.43 21-1	3.23 10-7	.....	Marstal	H. C. Chris- tensen	Svdb. 8.06	
✠	12	HAABET, <i>Andreasen</i> . (6.97) 84-97	16	3/3, G	1.1.	G3m	157 146 140	Dan	97	Thurø J.Ph. Jørgensen	C-Ht;ch.frg;sfb; (sal);car.6.02.	29.38 96-5	7.13 23-5	3.33 10-11	.....	Svendborg	J.Ph. Jørgen- sen (à Thurø)	Ptb. 5.17	
✠	13	HAABET, <i>Rise</i> , A. P. (5.01)	16	3/3, G	1.1.	Glt	61 47 57	Dan	01	Rudkjøbing J. Boas	C-Ht;ch.frg;(sal); sfb;car.9.06.	21.38 70-1	5.96 19-7	2.17 7-2	.....	Marstal	A. P. Rasmus- sen	Stt. 9.06	
.	14	HAABET, <i>Pedersen</i> . (1.05)	9-3	5/6, G	1.1.	Glt	75 53 67	Nrw	69 re.01 0.05	Bergen	PP-P;ch.frg;sfb;rc. SS.01;rp.05.	20.93 68-8	6.40 21-0	2.77 9-1	.....	Mandal	M. Weiergang	Stvg. 5.05 c.v. 5.05	
.	15	HABANA (ex-Joaquin-Serra), <i>Sust</i> . (6.06) 01-06	14-2	5/6, L	1.1.	Bq 2 P	685 660	Esp	68	Blanes Vieta	C-Ml;ch.ev-mrp;SS.01; d.ft-m.5.06;rp.06.	42.49 139-5	9.67 31-9	6.13 20-1	.....	Barcelone	J. Balcells & Co	Brc. 6.06	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIÈDES ET POUCHES	LARGEUR EN MÈTRES	CRUX DE CALE EN MÈTRES	FRANC BORD EAU SALER H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION ET TERME	COTE														
	DATES DU BREVET DU CAPITAINÉ ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	16	HABITANT,..... (9.85)	12	—	—	3m 1 P-B	1619	Ang	85 O.90	Scott's-Bay (N-S) J. Steel	Sp-B-Ht-C;ch.m-frg; (sal);p.Sp;d.ft-m.11.92; car.4.90.	68.60 225-0	13.05 42-9	7.32 24.0	.....	Melbourne	Melbourne Shipping Co	N-Y.94 c.v.94	
✠	17	HAINAUT, Jacobs. (5.05) P. C. 6.3-90 82-96 (2.06)	I	3/3, A	1.1.	3m 2 P	1783 1734 1659	P-B	87 V.05	BarrowBarro Shipbuilding Co	A;14 comp; petrol. tanks;lp.PP;rp.05;car. 2.07.	75.85 248 10	12.30 40-4	6.76 22-2	56 1/2 59 1/2	Rotterdam	American Pe- troleum Co	Av. 2.07	
.	18	HALEWOOD, Brew. (12.94)	I	—	—	3 m 2 P	2153 2100 1998	Ang	85 V.94	Southampton Oswald Mordaunt & Co	F;2 comp; 1/2 p.F; 1 1/2 p. PP;car.12.94	83.63 274-4	12.30 40-1	7.60 24-11	66 1/2 69 1/2	Liverpool	SailingShip«Ha- lewwood»C«R.W. Leyland & Co	Av. 94	
✠	19	HALMÖ, Christensen. (4.00) (3/3, P, 1.1.)	16	...	..	Glt	58 47 54	Dan	00	Faaborg R. Möller	C-Ht;ch.frg;(sal); sfb.	20.31 66-4	5.96 19-6	2.23 7-4	.....	Marstal	L. H. Larsen	Svdb04	
✠	20	HAMBURG, Caldwell. (10.00)	13-7	—	—	Bq 1 P-B	1743 1649 1509	Ang	86 O.01	Hantsport (N-S) E. Churchill & Sons	C-PP-B-C.ch.m-frg. (sal);SS.01;rp.04;d.m. 6.06.	65.89 216-2	13.1 43-0	7.82 24-0	.....	Windsor (N-S)	J. F. Whitney & Co (à New-York)	N.Y. 6.06	
✠	21	HAMLET, Rasmussen. (3.05) 92-05	16	3/3, G	1.1.	3mG	79 64 74	Dan	05	Marstal P. Clausen	C-Ht;ch.frg;(sal); sfb;p.P.	24.39 80 0	6.34 20 10	2.39 7-10	.....	Marstal	N. E. Schmidt	Svdb. 3.05	
✠	22	HAMLET, Johansson. (11.98) (3/3, P. 1.1.)	12	...	..	Glt	39	Sds	98	Gamla-Lo- dese K. Olsson	P-C;ch.frg;(sal); sfb.	21.67 71-1	5.64 18-6	1.93 6-4	.....	Fiske- backskil	J. Månsson	Cph.01	
✠	23	HANDELSBLATT,..... (3.99)	I P.R.	—	—	Glt bsc	110 133	Alm	89 V.99	Lübeck Georg Evers	A; 4 comp; allège; car.7.00.	28.34 62-11	7.00 23-0	2.80 7-7	.....	Hamburg	Vereinigte Bug- sir u. Fracht- schiffahrt-Ge- sellschaft.	Hbg 00	
.	24	HANNA, Karlsson, O. (7.97)	8-3	—	—	Glt	76	Rss	90 O.97	Borgö Lovgrön	P;ch.fr;sfb;(sal);p. P;car.7.97.	23.88 78-2	6.35 20-10	2.33 7-8	.....	Mariehamn	O. J. Engman	Ptb: 97	
.	25	HANNA (ex-Charlonus), Jansson. (6.05) 84-05	I	3/3, L	1.1.	Bq 1 P-B	1037 957	Sds	61 V.05	West-Hartlepool Pile Spence & Co	F; 3 comp; rp-car. SS.6.05.	65.68 215-6	10.66 35-0	6.58 21-7	.....	Cimbris- hamn	A. Ernberg	P.E. 8.06	
.	26	HANNA (ex-Samuel), Persson. (6.91)	11-4	—	—	Bq 1 P-B	371 338 326	Sds	66 O.99	Quebec	Hk P-Or-C;ch.m-frg;d. ft.m.89-6.91;grp.SS.91.	39.02 128-0	7.77 25 7	4.27 14-0	.....	Lands- krona	J. P. Jönsson	Hlsb91	
✠	27	HANNA, Boman, T.N. (6.07)	13	3/3, G	1.1.	G3m	130 112	Sds	07	Westervik E. Nordström	C-P;ch.m-frg;(sal); sfb.	30.27 99-4	6.23 20 5	2.67 8-9	.....	Brantevik	Capt	Cim. 6.67	
.	28	HANNA, Sandersson. (3.05)	11-4	3/3, G	1.1.	Glt	98 92	Sds	91 O.05	Sjötorp	C-P; ch. frg; sfb; (sal);SS.98;rp-car.3.05.	24.30 79-9	6.38 20-7	2.97 9-9	.....	Kristine- hamn	C. Lalin	Get. 3.05	
.	29	HANNAH, Barnecutt. (12.98)	12-4	—	—	B-G	155 129 158	Ang	65 O.99	Padstow Tredurn	C-PP;ch.m-frg;sfb; grp-car.SS.1.99.	29.87 98-0	7.08 23-3	3.71 12-2	.....	Llanelly	Inkerman Tre- gaskes (à Par)	Fim.01 c.v.01	
✠	30	HANNAH-BLANCHARD, Holmberg. (4.07) 02-04	11-3	5/6, A	1.1.	Bq 1 P-B	901 858 778	Rss	78 O.07	Avondale (N- S) J. Mosher	B-Sp-C-PP.ch.m-fr.p. Sp.SS.89;(sal);grp.92;d. ft-in.10.04;rp.04.	53.00 173 11	10.82 35-6	6.81 22-4	.....	Torneå	Torneå Rederi Aktiebolag	Åbo 4.07	

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	31	HANS (ex-Röhl), Büscher. 88-05 (12.05)	12-3	5/6, G	1.1.	Glt	180 159 151	Alm	77 O.06	Wänanäs A. Bring	S-C; ch. m. frg. (sal); sfb; SS.02; rp-car. 1.06.	29.00 95-2	6.50 21-4	3.11 10-2	.....	Brake	D. Oltmann	Wes. 1.06	
✠	32	HANS, Jensen, C.B. (12.97)	13-5	—	—	Gls	83 71	Alm	79 O.98	Rendsburg H. Frähm	C-Ht. ch. frg. sfb; sal; p. S; SS.94; rp-car. 4.98.	22.3 73-0	6.1 20-0	2.59 8-6	.....	Wyck- a/Föhr	Capt	Wes. 01	
✠	33	HANS, Böse, Chr. (2.93) (3/3, P. 1.1.)	16	...	..	Gls dv	62 50 56	Alm	93	Tönning J. H. Fack	C-Ht; ch. frg. (sal); sfb; p. S.	18.85 61-10	5.31 17-5	2.03 6-8	.....	Tönning	Capt (à Rendsburg)	Hbg 9t	
.	34	HANS, Hauf, L. (3.97) (3/3, I. 1.1.)	12	...	..	Gls	31 25	Alm	97	Anklam J. C. Pless	C-Ht; ch. frg. (sal); sfb; rp-car. 3.00.	15.58 51-2	5.16 16-11	1.92 9-7	.....	Stralsund	Capt (à Neu- reddevitz a/R)	Brth 02 c. v. 02	
✠	35	HANS, Kirk. (6.94)	16	3/3, L	1.1.	Bq 1 P-B	408 276 355	Dan	94 O.01	Nordby S. Abrahamsen	C-Ht-PP. ch. m. frg; (sal); d. ft. m. 7.05; rp. 07.	38.76 127-2	8.58 28-2	4.87 16-0	.....	Fanø	Aktieselskabet «Hans» Rhederi (S. Abrahamsen)	P.N. 7.07	
✠	36	HANS, Boye. (10.05) 90-04	16-6	3/3, A	1.1.	G3m	238 216 228	Dan	88 O.05	Faaborg R. Möller	C-Ht. ch. m. frg. (sal) d. ft. m. 9.05; rp. SS.05.	34.85 114-5	7.55 24-9	3.90 12-6	.....	Svendborg	H. Christensen (à Marstal)	Svdb. p. 05	
✠	37	HANS, Hansen. (5.03) 73-91	12-6	3/3, P	1.1.	Glt	51 47 54	Dan	91 O.04	Timmernab- ben S. Ohlsson	C-P; ch. frg. sfb; (sal); p. P; car. SS.3.04.	20.80 68-3	5.10 16-9	2.03 6-8	.....	Marstal	J. G. Binaes (à Aeroskjøbing)	Kngb. p. 06	
✠	38	HANS, Hansen, F. K. (10.89)	16	—	—	Glt	55 47 53	Dan	89 O.97	Svendborg J. R. Andersen	C-Ht-Or. ch. frg. sfb; (sal); car. 3.02.	20.1 65-11	5.2 17-1	2.17 7-2	.....	Marstal	Capt	Dz. 03	
✠	39	HANS, Sielemann. (10.07) 00-07	16	3/3, P	1.1.	Glt	54 46 49	Dan	97	Vejle S. Lindtner	C-Ht. ch. frg. sfb; (sal); p. P.	22.49 73-10	5.94 19-6	2.07 6-10	.....	Vejle	H. Daugaard	Vjl. 10.07	
✠	40	HANS, Eriksson. (5.03) (3/3, P. 1.1.)	12	...	..	Gls	100	Sds	03	Sjörtorp S. Groth	P-C; ch. frg. (sal); sfb.	25.70 84-4	6.40 21-0	2.77 9-1	.....	Mariestad	S. Groth	Got. 03	
✠	41	HANS, Persson, Fr. (3.00) 82-99	14	3/3, P	1.1.	Lg	60 50	Sds	00 O.07	Wiken	C-Ht-P; ch. frg; (sal); sfb; car. 4.07.	21.97 72-1	5.50 18-0	2.01 6-7	.....	Island Hven	Capt	Hsb. 4.07	
✠	42	HANS-DITLEV, Christensen. 67-75 (3.06)	16-4	5/6, G	1.1.	Glt	74 66 72	Dan	75 O.06	Marstal F. Hansen	C-Ht; ch. frg. sfb; p. P; SS.99; car. 7.05.	25.0 82-0	5.6 18-4	2.60 8-6	.....	Svendborg	L. A. Jørgen- sen (à Thurø)	Svdb. 3.06	
.	43	HANS-EMIL, Hansen. (4.06) 03-03	14-6	3/3, G	1.1.	Glt	105 98 100	Dan	92 O.06	Thurø J. Ph. Jørgensen	C-Ht; ch. frg. sfb; (sal); p. P; car. SS.3.06.	25.60 84-0	6.00 19-8	2.92 9-8	.....	Svendborg	J. Ph. Jørgen- sen (à Thurø)	Svdb. 8.06	
✠	44	HANS-JUUL, Andersen. 01-02 (9.02)	13-14	3/3, P	1.1.	Glt	52 39 50	Dan	02	Stege Brdr. Johansen	C-Ht; ch. frg. sfb.	21.00 68-11	5.78 19-0	1.95 6-5	.....	Gaabense	E. Andersen	Cph. 3.06 c. v. 3.06	
✠	45	HANSIGNE, Clausen. (10.05)	16-6	3/3, A	1.1.	G3m	201 186 199	Dan	90 O.05	Marstal F. Hansen	C-Ht; ch. frg. (sal); p. P; d. ft. z. 12.04; SS.05; rp. 06.	32.47 106-7	7.30 24-0	3.66 12-0	.....	Marstal	Agent Peter- sen	Got. 8.06 c. v. 8.06	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

# HAR

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION		GREEMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGUEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCHES	FRANC BORD EAU SAUT H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DÉNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
•	46	HANSINA <i>ex-Eros, Flem- ming.</i> (3.01)	11-6	—	—	Glt	93 84	Sds	rc.01	Nübbel	C-P;sf;car.4.06.	21.73 71-4	5.94 19-6	2.97 9-9	.....	Klinte- hamn	J. V. Odin	Wsb. 4.06
✦	47	HANSINE, <i>Nielsen.</i> (3.04) 99-00	16-2	—	—	B-G 1 P-B	172 148 164	Dan	68 O.04	Aarhus <i>Uts- trup &amp; Meisner</i>	C-Ht;ch.m-fr;sf; p.n. 91;grp.SS.91;rp-car.4.00	30.91 101-5	6.74 22-1	3.50 11-6	.....	Svendborg	J. Ph. Jorgen- sen	Op. 1.06 c.v. 1.06
✦	48	HANSINE, <i>Hansen.</i> (1.04) 79-79	16-6	5/6, G	1.1	Glt	85 79 79	Dan	78 O.04	Svendborg <i>P. Troensegaard</i>	C-Ht;ch.frg;sf;sf; SS.04;car.5.06.	23.1 75-9	5.5 18-0	2.79 9-2	.....	Svendborg	H. A. Hansen (à Thuro)	Svob. 5.06
•	49	HARALD <i>(ex-Emma), . . . . .</i> (7.06)	8-6	3/3, G	1.1	G3m	261 250	Alm	02 O.06	Nykyrka <i>M. Passoja</i>	S-P;ch.frg;sf;sf; <i>souff.pr.02;rp.04.</i>	33.00 108-3	8.26 27-1	3.73 12-3	.....	.....	.....	Hog 6.26 c.v. 6.06
✦	50	HARALD, <i>Hansen.</i> (7.95)	14-3	—	—	Glt	151 135 145	Dan	67 O.95	Holbek <i>H. P. Mortensen</i>	C-Ht;ch.m.sfb;grp. car.SS.7.95.	29.13 95-7	6.63 21-9	3.38 11-1	.....	Holbek	P. Smith	Ptb. 97
•	51	HARALD <i>(ex-Reindeer, Thom- sen.</i> (12.97)	12-7	—	—	St	96 77 89	Dan	86 O.98	Galmpton <i>W. Allen Gibbs</i>	C-Or;ch.m-fr;sf;sf;sf; p.P.98;SS.96;car.3.00.	23.70 77-9	6.34 21-2	3.08 10-1	.....	Copenha- gue	Leonh. Tang	Cph.02
✦	52	HARALD, <i>Christensson, C.B.</i> (10.96) (3/3, P.1.1.)	12	...	...	Gls	39	Sds	96	Buftenäs <i>J. A. Selden</i>	P-C;ch.frg;(sal); sf;car.3.00.	19.0 62-4	5.49 18-0	2.08 6-10	.....	Hven	G. Andersson	Got. 00
•	53	HARMONY, <i>Myer.</i> (10.01)	12-2	—	—	G3m 1 P-B	167 121 168	Ang	68 O.01	Newbro's	C-Or-PP-Ht;ch.m-fr. sf; p.P.97;SS.97;rp-car. 10.01.	30.91 101-5	7.06 23-2	3.38 11-1	.....	Padstow	W. C. Phillips (St-Austell)	Flm. 01
✦	54	HARRIET, <i>Petersen.</i> (6.05) 93-03	16-6	5/6, G	1.1	G-B	169 137 160	Dan	75 O.05	Svendborg <i>P. Troensegaard</i>	C-Ht;ch.m-fr;sf;sf;P. 05;grp-car.SS.6.05.	31.27 102-7	7.01 23-0	3.45 11-4	.....	Faaborg	A. Löve- Hansen	Svob. 6.05
•	55	HARRINGTON, <i>Orelia.</i> (8.03)	(I)	—	—	Bq 1 P-B	579 563 547	Itl	68 V.03	Harrington	F-Tk;ch.m-fr;d.ft- m.8.03.	48.66 159-8	8.60 28-2	5.45 17-11	.....	Naples	A. Mazzella (à Procida)	Mis 6.07 c.v. 6.07
✦	56	HARRIS, <i>Thorsteinson.</i> 98-99 (9.00)	16	3/3, G	1.1	GmG	177 149 172	Dan	00	Odense <i>N. F. Hansen</i>	C-Ht;ch.frg;sf;sf; (sal);car.8.04.	32.62 107-0	7.82 25-8	3.27 10-9	.....	Marstal	A. H. Petersen	T-N. 7.07
✦	57	HARRY <i>(ex-Kjöge), Mangson.</i> (6.92)	12-4	—	—	G3m 1 P-B	284 265 251	Sds	69 O.86	Kolboda <i>H. Olsen</i>	S-C;ch.m-fr;sf;sf;P.S.SS. 86;car.5.92;rp.95.	36.95 121-2	7.62 25-0	4.02 13-2	.....	Skillinge	A. F. Nordberg	Cph.95 c.v. 95
✦	58	HARTENY-W., <i>Wasson.</i> (7.63)	12	3/3, G	1.1	G3m	319 270 270	Ang	03	Port-Greville (N.S.) <i>Cochran &amp; Solty</i>	Sp-B;ch.m-fr;sf; (sal);sf;car.8.06.	37.49 123-0	9.80 32-2	3.40 11-2	.....	Parrsboro (N.S.)	W. E. Wasson	N-S. 8.06
✦	59	HARVARD <i>(ex-Samuel-Skol- field, Bergman.</i> (6.07)	13-4	3/3, A	1.1	Bq 2 P	1665 1475	Amr	81 O.07	Brunswick <i>Skolfield Bros</i>	C-PP;ch.m-fr;(sal); SS 09pp 05;d.ft-m.35.	66.80 219-4	12.10 39-8	7.40 24-4	.....	Boston	N. W. Rice C	N-Y. 6.07
✦	60	HARVEST-QUEEN, <i>Forsyth.</i> (5.00)	14-8	3/3, I	1.1	Gm 2 P-B	2941 1854 1786	Ang	87 O.93	Cornwallis <i>C. R. Burgess</i>	Sp-B-PP-C;ch.m-fr; sf;sf;2 p.s.p.p.03;d.ft- m.11.04.	78.30 257-0	13.70 45-0	7.50 24-7	.....	Windsor (N-S)	C. R. Burgess	N-S. 04

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN FEET AND INCHES	DEPTH OF HOLD IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	1	2	3	4	5	6		7	8											
+	61	HARVESTER, . . . .	(3.88)	13-4	—	—	Bq 2 P	754 716	Amr	71	0.88	Newburyport (Mass) Atkinson & Fillmore	C-PP-Hk;ch.m-fr. d.ft-m.5.89;rp.88.	47.73 156-7	10.00 32-9	6.10 20-0	.....	Seattle	Pacific Packing Co	Phld 90
.	62	HASSIA (ex-Northbrook), Bergest. (12.03) 91-00		I 3/3, L	1.1.	1 P-B	Bq 1 P-B	1819 1710 1725	Alm	74	V.03	Stockton	F; car.3.03;rp.06.	80.16 263-0	12.61 41-5	7.25 23-10	.....	Bremen	Joh. A. Brunken (à Gènes)	Vip. 7.07
+	63	HAUGAR (ex-Vandalia), Danielsen. (2.07)		13-2	3/3, A	1.1.	3 m 1 P-B	1458 1372 1307	Nrw	83	0.07	Harvey (N-B) G. S. Turner	Sp-PP-B-C.ch.m-frg; (sal);sf;pr.94;d.ft-m. 9.07;grp.89;SS.03;rp.06.	64.65 208 10	12.34 40-6	7.37 24-2	.....	Haugesund	S. Rasmussen	Lvp. 9.07
+	64	HAUGESUND, . . . .	(12.92)	12-4	—	—	3 m 1 P-B	1064 987 976	Nrw	76	0.93	Haugesund J. Hauge	P-PP-C.ch.m-frg.p.P; d.ft-m.1.93;(sal);SS.88;rp.96.	59.68 195-10	11.30 37-1	6.71 22-0	.....	Haugesund	John Hauge	Psc. 97
.	65	HAYRE (ex-Pallas), Lunois. —04 (10.03)		I 3/3, L A.&C.P.	1.1.	1 P-B	Bq 1 P-B	610 551	Frç	77	V.03	Sunderland Jas Laing	F;2comp;p.P;car. 11.06.	52.75 173-1	8.87 29-1	5.38 17-8	.....	Le Havre	H. Auger aîné & Co	Hv. 11.06
.	66	HAYNASCH, Pettak. 06-06	(5.04)	9	3/3, G	1.1.	Glt	156 136	Rss	04		Haynasch P. Pold	P-C;ch.fr;(sal);sfb.	25.50 83-8	7.06 23-2	3.20 10-6	.....	Riga	J. Pettak	Riga 5.06
+	67	HEBE, Klausen. 81-91	(5.07)	16-6	3/3, G	1.1.	Glt	129 113 125	Dan	91	0.07	Marstal F. Hansen	C-Ht;ch.frg;sfb;(sal); p.P;rp.95;car.SS.4.07.	27.10 88-11	6.50 21-4	3.11 10-2	.....	Marstal	M.H.Petersen	Svdb. 4.07
+	68	HEBE, Frederiksen. (4.91)		13-4	—	—	Glt	125 110 122	Dan	62	0.91	Nakskov Riddersborg & Co	C-Ht ch.m-fr.sfb;p.P. 78;grp-car.SS.6.91.	28.53 93-7	6.50 21-4	3.11 10-2	.....	Nakskov	P. S. Winchell & Co	Lbk 94
+	69	HECLA, Nelson. (5.92)		13-7	—	—	3 m 2 P	1529 1435 1411	Amr	77	0.92	Bath (Me) Goss & Sawyer	C-PP.ch.m-frg;(sal);1p. PP;1p.Sp;SS.92.d.ft-m. 1.98.	64.15 210-6	12.24 40-2	7.31 24-0	.....	San-Fran-cisco	A. Anderson	S-F. 98 c.v.95
+	70	HECLA, . . . .	(10.86)	11-3	—	—	Bq 1 P-B	860 765 792	Nrw	75	0.87	5 Mile River (N-E) A. McDougall	B-Sp.C-PP.ch.m-fr.d. ft-m.11.89;(sal);SS.87.	53.22 174-7	10.61 35 6	6.16 20 2	.....	Sandefjord	Alb. Grøn	Card 89
+	71	HECTOR, McDonald. (8.06)		12-3	3/3, G	1.1.	Bq	521 498 429	Ang	85	0.06	St-John (N-B) E. McGuigan	Sp PP B-C P.ch.m-frg;(sal);sfb;car.SS.97;rp-car.8.06.	47.73 156-7	9.93 32-7	3.96 13-0	.....	St-John (N-B)	Troop & Son	Mob. 8.06
.	72	HEDDA (ex-Florence), Thulin. 01-06 (7.06)		14-4	5/6, G	1.1.	G3m	445 399 406	Sds	70	0.06	Plymouth	C-Or-Gr;ch.m-fr; sfb;rp-car.SS.7.06	41.40 135-10	7.00 23-0	5.27 17-4	.....	Gothem-lourg	S. H. Korn	Got. 7.06
.	73	HEDVIG, Wickman. (5.07)		14-3	5/6, G	1.1.	Bu 1 P-B	845 765	Sds	72	0.07	Bremerhaven	C-Ht-PP;ch.m-frg; sfb;car.SS.5.07.	48.90 160-5	10.18 33-5	6.63 21-9	.....	Cimbris-hamn	V <sup>ve</sup> S.M.Björkegren	Wsh. 5.07
+	74	HEDVIG, Nilsson. (8.01)		12	3/3, G	1.1.	G3m	159 140 144	Sds	01		Södra Garns J. H. Svensson	P-C;ch.frg;(sal); sfb.	28.60 93-10	7.50 24-7	2.97 9-9	.....	Marstrand	E. L. Jein	Got. 04
	75																			

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



HEL

Surveillance sp.	NAVIGES & CAPITAINE			CLASSIFICATION		GRÈMENT NOMBRE DE PONT	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — LARGEUR — CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
	2	3	4														5	6
✠	76	HEIDI, Lind. (8.01)	13-3	—	—	Bq 1 P-B	399 398	Sds	64 O.01	Gothembourg C. Kierkegaard	C-P-PP.ch.m-frg;grp. 73;SS.90;sf.fr.d.ft-m. 7.97;rp.01.	42.80 140-5	8.67 28-5	5.00 16-5	.....	Brantevik	L. Nilsson	Got. 01 c.v.01
.	77	HEIMATH, Frahm, J. (12.90)	12-4	—	—	Sng	34 29	Alm	76 O.91	Rendsburg H. Frahm	C-Ht.sfb;p.S;rp- car;SS.3.91.	16.30 53-5	4.36 14-3	1.61 5-3	.....	Rendsburg	Capt	Flsb.93
✠	78	HEIMDAL, Rasmussen. (4.99) — - 99	16	3/3, G	1.1.	G3m	207 188 197	Dan	99 O.07	Thurö Chr. Bom	C-Ht;ch.frg;(sal); sfb;car.7.03.	32.65 107-2	7.88 25-10	3.45 11-4	.....	Svendborg	Chr. Bom (à Thurö)	Svdb. 3.07 c.v.1.07
✠	79	HEIMDAL, Eriksen. (9.01)	16	3/3, A	1.1.	G3m	228 197 217	Dan	01	Svendborg N. Jensen	C-Ht;ch.frg;(sal); d.ft-z.1.05.	34.12 112-0	8.57 28-1	3.58 11-9	.....	Marstal	Agent Petersen	Got. 1.06
✠	80	HEIMDAL, (ex-Andreas-Linne- mann), Bjorkman, S.P. (3.96)	14-2	—	—	Glt	128 109 122	Sds	68 O.96	Veile P. H. Illum	C.ch.m.sfb;p.P.83; SS.88;rp-car.3.93.	26.80 88-0	6.80 22-4	3.15 10-4	.....	Gryt	Capt	Knbg.96
✠	81	HEINRICH (ex-Trojan), Oltmanns. (12.99) 69-01	14-6	—	—	3 m 2 P-B	1544 1453	Alm	75 O.99	Kennebunk Tilcomb & Thompson	C-PP.ch.m-fr;(sal);d.ft- m.3.01;SS.99;rp.02.	64.92 213-0	12.50 41-0	7.37 24-2	.....	Bremerha- ven	D. Heinrichs	Bx 04
✠	82	HEINRICH, Clausen. (11.06)	14-3	3/3, P	1.1.	Kff Gls	57 40 51	Alm	92 O.06	Edeweicht Kramer	C-Ht.ch.frg;sfb;d. p/tp.Srp.94;car.7.01.	19.20 63-0	5.30 17-5	2.00 7-6	.....	Harburg	Capt (in Twilenfleth)	Hbg 11.06 c.v.11.06
✠	83	HEKLA, Hermansen. (7.00) 01-06	16	3/3, G	1.1.	G3m	169 145 165	Dan	00 O.07	Marstal J. N. Petersen	C-Ht;ch.frg;(sal); sfb;rp.02;car.2.07.	31.04 101-10	7.75 25-5	3.30 11-2	.....	Marstal	T. Ch. Chris- tensen	Svdb. 3.07
✠	84	HELEN-A.-WYMAN (ex-William- J.-Roth), Vankon. (11.03)	13-6	3/3, L	1.1.	3m 2 P	1717 1661	Amr	81 O.03	Bath (Me) Goss & Sawyer	C-PP; ch. m-frg;(sal); rp.SS.97;d.m.5.06.	66.40 217-10	12.80 42-0	7.32 24-1	.....	New-York	Thomas Nor- ton & Co	N-Y. 5.06
✠	85	HELEN-B.-CROSBY, Wallace. (1.06)	16	3/3, G	1.1.	G4m 2 P	1776 1434	Amr	06	Bath (Me) E. S. Crosby	C-PP;ch.m-frg; (sal);sfb.	69.18 227-0	12.90 42-4	7.42 24-4	.....	Bath (Me)	Crosby Navi- gation Co	Bath 1.06
✠	86	HELEN-E.-KENNEY, ..... (6.91)	11	—	—	G3m	314 294 273	Ang	91	Black-River (N-B) J. & R. M. Leod	Sp-B-C;ch.m-fr;(sal);p. Sp;car.6.91;d.m.5.92.	38.62 126-8	9.20 30-2	3.50 11-6	.....	St-John (N-B)	J. A. Sinclair	N-Y.92 c.v.92
.	87	HELENA, voir aussi HELENE.																
✠	88	HELENA, Lampen, H. (7.91)	13	—	—	Kff.d.V 1 m	33 30	Alm	91	Nordloh Reil	C-Ht;ch.fr;d-p/lt; sfb;car.9.95.	17.20 56-5	4.40 14-5	1.64 5-5	.....	Barssel	Capt	Wes.95
✠	89	HELENA, ..... (12.90)	11-4	—	—	G3m	207 189 184	Nrw	78 O.91	Wenersborg G. V. Plate	P-C;ch.m.fr;p.S;d.ft.m. 4.91;(sal);rp.81;SS.87.	31.54 103-6	7.32 24-0	3.73 12-1	.....	Brevig	Actieselskabet « Helena » (C. Ros)	Chrt 91
.	90	HELENA, Mulli. 00-07	7-3	3/3, P	1.1.	Glt	124 114 118	Rss	06	Neuvottoma J. Kelkka	P;ch.fr;(sal);sfb.	25.80 84-8	7.55 24-9	3.00 9-10	.....	Wiborg	E. Mulli	Wib. 4.07

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY											
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TURN	CHARACTER																									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																													
	DATE OF TERM																													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19												
✠	91	HELENA, Balkit. (11.00) 00-02 (3/3,P.1.1.)	10	...	..	Glt	120 100	Rss	00	Dondangen Wannes	P-C;ch.fr;(sal);sfb; rp-car.11.03.	24.10 79-1	6.25 20-6	3.12 10-3	.....	Windau	C. Balkit	Pth. 6.06												
✠	92	HELENA(ex-Sophie), Ringbom (6.02)	15-6	5/6, G	1.1.	Glt	149 126	Sds	76 O.02	Troense	C-Ht;ch.m-frg;sfb; rp.SS.02;car.6.07.	29.30 96-2	6.40 21-0	3.20 10-6	.....	Stockholm	J. Gustafsson Karta & Oaxen	Wish. 6.07												
.	93	HELENA-ANNA, English. (8.04)	12-4	3/3, G	1.1.	Glt	179 134 176	Ang	70 re. 98 O.04	Pekela	C-PP;ch.m-frg; (sal); sfb;grp-car.SS.6.1.	32.36 106-2	7.67 25-2	3.53 11-7	.....	Fowey	W. V. Kellow (à Pentewan)	Fim. 3.07												
.	94	HELENA-TREGENZA, Nurse. (7.05)	12-4	5/6, G	1.1.	Glt 1 P-B	155 115 155	Ang	69 O.05	Portreath	C-Or-PP;ch.frg; sfb;grp-car.SS.7.05.	31.39 103-0	7.01 23-0	3.51 11-6	.....	Hayle	C. Nurse (à Gloucester)	Fim. 7.05												
.	95	HELENE, voir aussi HELENA.																												
✠	96	HELENE, Sassen. (12.99) 02-02	15-6	—	—	B-G	147 120 133	Alm	74 O.00	Kiel C. Ihms	C-Ht;ch.m-frg;sfb;(sal); SS.97;p.n.00;rp-car. 6.03.	27.73 91-0	7.06 23-2	3.40 11-2	.....	Barssel	H. Sassen	Wes.08												
✠	97	HELENE, Oelkers, H. H. 01-03 (9.03)	16	3/3, P	1.1.	Gls	67 50	Alm	03	Finkenwär- der Behrens	C-Ht;ch.frg;(sal); sfb;car.7.07.	22.60 71-2	5.56 18-3	2.23 7-4	.....	Hamburg	Kapt (à Finkenwär- der)	Hbg 7.07												
✠	98	HELENE, Thede, C. (3.96) 65-79	14-7	—	—	Gls	63 58	Alm	65 re.96	Kiel Reuter & Ihms	C-Ht;ch.m-fr;sfb; p.P.96;re.SS.96;car.5.60	21.70 81-1	5.40 17-5	2.79 9-2	.....	Heiligen- hafen	Capt (à Kngh. Grossenbrode)	02												
.	99	HELENE, Suhr, C. H.(12.96)	11-4	—	—	Ev dv	47 41	Alm	61 re.86 O.97	Elmshorn	C;sfb;1 2V;G-E;(fr-ptr); p.S.86;re.SS.86;car.6.97	19.2 63-0	5.5 18-0	2.79 9-2	.....	Varstade	Capt	Hbg 97												
✠	100	HELENE, Thompson. (2.00) P. C. (2 97)	14	3/3, G	1.1.	G4m 1 P-B	927 828	Amr	99 O.07	Port-Blakely Hall Bros	P;ch.m-frg;(sal); sfb;rp-car.2.07.	61.62 202-2	12.24 40-2	4.80 15-9	.....	Honolulu	Allen & Robinson	Hnl. 2.07												
.	101	HELENE (ex-Moss-Rose), Jumel. (10.00)	11-9	3/3, G	1.1.	3mG	182 133	Frç	92 O.00	Pleasant-Ville (N-S)	Sp-B-P-C;ch.m-fr;sfb; p.S.12.06;car.1.07.	27.28 89-6	8.01 26-2	3.23 10-8	.....	St-Malo	La Morue Française	St-M. 2.07												
✠	102	HELENE, Denès. (9.92)	15	—	—	Glt	132 99	Frç	92 O.01	Paimpol L. Labourer	C-Or;ch.m-frg;sfb; rp.01;car.1.02.	29.66 97-4	7.15 23-6	3.47 11-5	.....	Paimpol	Gaëtan Per- rin	Pmp. 3.06 c.v. 3.06												
.	103	HELENE, Lorho. 00-06 (8.07)	13-3	5/6, G	1.1.	Glt	67 55	Frç	79 O.07	Roscoff K/enfors	C-PP;ch.frg;sfb;SS 98;rp-car.5.07;p.n.07.	21.8 71-6	6.0 19-8	2.82 9-3	.....	Le Havre	D. Bacheley	Wt. 8.07												
.	104	HELENE, Mouët. (1.01)	9-4	—	—	Glt	51 36	Frç	78 O.00	Lunenburg (N-S)	Sp-B-Ht;ch.m-fr;(sal); sfb;p.n.00;grp-car.SS. 12.00;rp.03.	20.17 66-2	6.32 20-9	2.40 7-11	.....	St-Pierre- Miquelon	A. Yvon	St-P.03 c.v.03												
.	105	HELENE, Efremides. (1.00)	12-4	—	—	Glt	80	Grc	74 O.00	Syra	C;ch.m-fr;sfb;rp- car.1.00.	—	—	—	.....	Pirée	P. Efremi- des	Alx. 00												

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## HEN

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE JONTS	TONNAGE — Brut Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIÈDES ET POUCES	LARGEUR EN MÈTRES	CREUX DE CALE EN MÈTRES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
	2	3				4													
✠	106	HELENE-&ADRIENNE, Mer- lin. (1.06)	16-6	3/3, G	1.1.	Glt	125 95	Frç	89 O.05	Dunkerque L. Cornemuse	C-Or;ch.cv-frg;sfb; (sal);p.S;rp-car.10.02.	28.88 94-9	6.85 22-5	3.49 11-5	.....	Gravelines	Maniez & Daulle	Ok. 3.06 c.v. 3.06	
✠	107	HELENE-BLUM, Gruénais. P.C. 6-85 (6.03)	11	—	—	3m 1 P+8p	2632 2154	Frç	01	Bordeaux Chan- tiers Maritimes	A; 2 comp; D. 42m36; R. 3m75 & 12m50; G. 19m70; car. 6.03.	85.83 281-8	13.41 44-0	6.91 22-8	.....	St-Nazaire	S <sup>té</sup> Générale d'Armement	Vlp. 03	
.	108	HELENE-MARIE, Santjer, P. D. (12.94)	12-3	—	—	Glt	106 85	Alm	68 O.94	Edeweicht Schumacker & Co	C-Ht-PP;sfb;(sal);p.S. 84;SS.84;rp-car.12.94.	23.9 78-5	5.6 18-4	2.90 9-6	.....	Rhauder- fehn	Capt	Hbg 94	
.	109	HELGA, Viebke. (9.01) (3/3, P. 1.1.)	12	...	..	Glt	58 44	Sds	01	Viken Hagerman	C-Ht-P;ch.frg. (sal);sfb;rp-car.11.02.	19.15 62-10	5.25 17-3	2.05 6-9	.....	Viken	H. M. Fogel- ström	Klm.02	
✠	110	HELGE, Carlsen. (4.93) 04 - 04	16	3/3, G	1.1.	G3m	161 146 153	Dan	93 O.00	Troense Z. T. Jacobsen	C-Ht;ch.m-frg; (sal);sfb;car.5.07.	31.20 102-5	6.90 22-8	3.26 10-8	.....	Svendborg	J. Nielsen (à Troense)	Svdb. 5.07	
✠	111	HELIOS, ..... (1.00)	11	—	—	Bq 2 P	1295 1201	Alm	91 V.00	Flensburg Flens- burger Schiffbau Gesellschaft	A; 3 comp; D. 14m35; 1/2 D. 4m89; R. N. 10m79; 2p.S; car. 7.02.	67.41 221-0	11.29 37-0	6.33 20-9	.....	Hamburg	Wachsmuth & Krogmann	Hbg 02	
✠	112	HELIOS, ..... (5.00)	12-6	—	—	Bq 1 P B	188 924 883	Nrw	88 O.00	Grimstad Tryde	P-PP-C.ch.m-frg; (sal);SS.00;d.ft-m.2.00.	53.70 176-2	11.02 36-2	6.74 22-1	.....	Lillesand	J. A. Hen- schien & Co	Chrd00	
✠	113	HELLEVI, Bengtsson. (10.06)	12	3/3, G	1.1.	G3m	126 100	Sds	06	Sjötorp S. Groth	P-C;ch.frg;(sal); sfb.	27.68 90-10	6.37 20-11	2.65 8-8	.....	Helsing- borg	A. P. Horn- dahl	Got. 10.06	
.	114	HELM, Karlsson. (7.02) 81 - 02	6-1	—	—	Bq 1 P-B	491 467 402	Rss	92 O.98	Mariehamn E.Söderström	P-S.ch. fr.sfb;(sal); rp-car.10.01.	44.19 149-0	8.71 28-7	4.88 16-0	.....	Mariehamn	J.V. Karlsson	Ld. 02	
.	115	HENDERIKA, Schrage, H. (6.07)	11	3/3, P	1.1.	Tk dv 1m bsc	86 69 73	P-B	07	Martenshoek J. W. Boerma	A; 2 comp; fd-pl; GE; 1 p. A.	25.00 82-0	5.02 16-6	2.09 6-10	.....	Muntен- dam	Capt	Gng. 6.07	
✠	116	HENNER-FRISEER (ex-Anne), Petersen, C. T. (3.97) 99 - 07	16	3/3, P	1.1.	Glt	50 39 46	Dan	97 O.05	Svendborg A. Jensen	C-Ht;ch.frg;(sal); sfb;car.3.05.	20.59 67-7	5.62 18-9	1.95 6-5	.....	Middelfart	Capt	Vjl. 7.07	
.	117	HENRI, Pottier. (2.07)	13-2	3/3, G	1.1.	Glt	127 91	Frç	84 O.01	Paimpol L. Labourer	C-Or-PP.ch.frg;sfb; rp.01;p. P.04;car.2.07.	27.0 88-7	6.1 20-0	3.40 11-2	.....	Cancale	Henri Pottier	St-M. 2.07	
.	118	HENRI, Blanchet. (3.05) 02 - 05	12-2	—	—	B-G	117 89	Frç	68 O.05	St-Valery c/Caux	C;ch.frg;sfb; p.P.04; car.3.05.	24.65 80-11	6.64 21-10	3.43 11-3	.....	St-Malo	Mlle Hersent	St-M. 3.05	
.	119	HENRI-GABRIEL (ex-Marie), ..... (9.98)	13-6	—	—	B-G 1 P-B	259 237	Itl	90 O.98	Lussinpiccolo	C;ch.m-frg;d.ft-m. 7.01;SS.98;rp.01.	32.52 103-8	7.92 26-0	4.19 13-9	.....	Livourne	A. Bertacca	Bône02	
.	120	HENRI-MADELEINE, Le Brozec (4.05) 97 - 01	10-2	—	—	Dy	59 40	Frç	91 O.05	Boulogne	C-Or-Ht;ch.frg;sfb;p. n.01;grp.01;car.6.05.	18.93 62-1	6.30 20-8	3.02 9-11	.....	Lannion	Le Brozec (Trélevern)	Pmp. 6.05	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



HEN																			
Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HULL IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3		4	5													
✠	121	HENRI-MARIE, <i>Chantreau</i> . (10.00)	13	3/3, P	1.1.	Slp	— <sup>89</sup> <sub>24</sub>	Frç	00 O.07	Noirmoutiers <i>Toublanc</i>	C;ch.frg;sfb;rp-car. 10.07.	14.92 49-0	5.35 17-7	2.00 6-7	.....	Noirmou- tiers	H. Gillot (Nantes)	B-I. 10.07	
.	122	HENRI-RIVIÈRE, <i>Mézer</i> . 03-05 (5.05)	11-3	5/6, G	1.1.	Dy	— <sup>85</sup> <sub>64</sub>	Frç	84 O.05	Fécamp <i>Capon</i>	C-Or-S.Ht;ch.frg;(sal); sfb;p.n.95;SS.97;car. 5.06;rp.97.	22.65 74-4	6.29 20-8	3.12 10-3	.....	Tréguier	Paranthoen (à Pleubian)	Brst 2.07 c.v.2.07	
.	123	HENRIETTA, voir HENRIETTE																	
✠	124	HENRIETTE, <i>Lorenzen, Ch.</i> (12.95)	15-3	—	—	Glt	— <sup>103</sup> <sub>87</sub> 98	Alm	75 O.95	Wyk a/F. <i>F. Lorenzen</i>	C-Ht.ch.m-frg;(sal) sfb;p.S;car.SS.12.95.	24.2 79-5	5.7 18-8	2.63 8-7	.....	Wyk a/F.	Capt	Flsb.98	
.	125	HENRIETTE, <i>Borgwardt, F.</i> (12.95)	13-2	—	—	Gls	— <sup>40</sup> <sub>33</sub>	Alm	77 O.99	Seedorf <i>G. Krüger</i>	C-Ht.ch.frg.sfb;(sal); p.P;rp-car.SS.2.99	16.0 52-6	5.0 16-5	2.10 6-11	.....	Stralsund	Capt (Seedorf a/R.)	Strs.99	
✠	126	HENRIETTE, <i>Christensen,</i> <i>S. P.</i> (4.06) 89-06	16	3/3, P	1.1.	Glt	— <sup>56</sup> <sub>40</sub> 52	Dan	06	Thurö <i>N. P. Petersen</i>	C-Ht;ch.frg;(sal); sfb.	22.07 72-5	5.84 19-2	2.07 6-10	.....	Aarhus	Capt	Svdb. 4.06	
.	127	HENRIETTE, <i>Gouray</i> . (2.02) (3/3, G. 1.1.)	13	...	...	3mG	— <sup>198</sup> <sub>146</sub>	Frç	02	St-Malo <i>Gautier fils</i>	C-Or;ch.frg;sfb.	31.35 102-9	7.45 24-5	3.61 11-10	.....	Dahouët	Léon Carfan- tan	St-M02	
✠	128	HENRIETTE ( <i>ex-Italia</i> ), <i>Samonas</i> . (5.04) 01-06	15-3	3/3, G	1.1.	Bq 1 P-B	— <sup>560</sup> <sub>595</sub> 507	Gre	79 O.04	Sorrente <i>M. Paturzo</i>	C-P; ch. m-fr; d.ft- z.5.07;rp.SS.04.	44.98 147-7	9.14 30-0	5.93 19-5	.....	Syra	Ant. Lemos	Pal. 5.07	
✠	129	HENRIETTE( <i>x-Doctor-Lasker</i> ), ..... (8.01)	16-4	—	—	B-G	— <sup>274</sup> <sub>246</sub>	Sds	74 O.01	Geestemünde <i>Schau&amp;Oltmanns</i>	C-PP-Ht.ch.m-frg; (sal);rp.SS.95;sfb;car. 5.02;rp.03.	34.36 112 9	8.18 23-10	4.06 13-4	.....	Helsing- borg	C. E. Carl- ström	Svdb03 c.v.03	
.	130	HENRIETTE, <i>Andersson</i> . (3.00)	10-7	—	—	Gls	— <sup>92</sup> <sub>75</sub> 90	Sds	73 O.00	Bergen	P-PP;ch.frg;sfb; car.5.93;rp.01.	23.78 78-0	6.40 21-0	2.67 8-9	.....	Lerberget	I. P. Anders- son	Kngh.01 c.v.00	
.	131	HENRIK, <i>Ahnqvist</i> . (7.05)	10-6	5/6, G	1.1.	Glt	— <sup>164</sup> <sub>140</sub> 146	Sds	57 rc.78 O.05	Slite <i>Höglund</i>	P-C.ch.m-fr.sfb; p.n.05;grp-car.SS.7.05.	26.85 88-1	6.71 22-0	3.18 10-5	.....	Slite	F. Nyström	Gfl. 4.07	
.	132	HENRIK ( <i>ex-Makrelen</i> ), <i>Mattsson, A.</i> (5.96)	12-6	—	—	G3m	— <sup>98</sup> <sub>86</sub>	Sds	46 rc.96	Copenhagen rc.Carlskamm	C-P.ch.m-frg;sfb;(sal); re.alg.SS.96;car.4.99.	25.50 83-8	6.30 20-8	2.45 8-1	.....	Hagaberg	Capt	Crh 99	
✠	133	HENRIK-IBSEN, <i>Olsen</i> . (5.78)	13	—	—	Bq 1 P-B	— <sup>850</sup> <sub>796</sub> 769	Nrw	78 O.84	Bergen <i>J. Gran</i>	P-C-PP.ch.m-frg; d.ft-m.3.87;(sal).	54.26 178-0	10.84 35 7	6.20 20-4	.....	Holme- strand	T. Ihlen & C°	Card90	
.	134	HENRIQUES ( <i>ex-Razoulo-1°</i> ), <i>dos Santos</i> . (7.05)	12-3	3/3, A	1.1.	G3m	237	Ptg	85 O.06	Sa Martinho	P-PP-C;ch.m-frg;(sal); grp.SS.99;d.p.n.99;d. ft-m.9.06;rp.06.	30.00 98-5	8.00 26-3	3.20 10-6	.....	Lisbonne	Ant. Henri- ques	Lisb. 9.06	
.	135	HENRY, voir aussi HENRI.																	

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## HER

N°	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈNEMENT NOMBRE DE PONTS	TONNAGE — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE	FRANC BOUD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TIERCE	COTE	PORT DE CONSTRUCTION — CONSTRUCTEURS						DOUBLAGE — RÉPARATIONS								
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3											4							
✠ 136	HENRY, <i>Bager, C.H.</i> (12.06) 84-88	16-3	5/3, G	1.1.	Glt	114 97 108	Dan	72 O.99	Aeröskjöbing R. W. Möller	C.ch.m-frg.sfb;p. n.02;SS.99;rp.02;car. 4.07.	26.43 86-9	5.93 19-5	3.09 10-2	.....	Marstal	Capt	Svob. 4.87			
✠ 137	HENRY-BROOKE, <i>Rasmus- sen.</i> (4.00) 72-00	16	3/3, G	1.1.	G3m	215 190 203	Dan	00	Svendborg J. R. Andersen	C-Ht-Or;ch.frg; (sal);sfb.	33.03 108-4	7.66 25-2	3.67 13-0	.....	Svendborg	C. V. Peter- sen	Svob. 2.05 c.v.2.05			
✠ 138	HENRY-FAILING, <i>Merriam.</i> (4.98)	14-6	—	—	3m 2 P-B	1976 1860	Amr	82 O.98	Bath (Me) Goss & Sawyer	C-Itk PP-B;Ht;ch.m- frg;(sal);d.ft-m.5.99;SS. 98;rp.99.	70.28 230-7	13.13 43-1	8.13 26-4	.....	San Fran- cisco	W <sup>m</sup> E. Mi- ghell & C <sup>o</sup>	H-K.99			
✠ 139	HENRY-VILLARD, <i>Schaub.</i> (9.03)	13-3	—	—	3m 2 P	1553 1452	Amr	82 O.04	Bath (Me) A. Sewall & Co	C-PP;ch.m-frg;(sal);rp. SS;SS.97;d.ft-m.4.04.	66.80 219-2	12.14 39-10	7.36 24-1	.....	San-Fran- cisco	Hind, Rolph & C <sup>o</sup>	Mib. 6.05 c.v.6.05			
• 140	HEPHZIBAH, <i>Roberts.</i> (4.07)	13-6	5/6, G	1.1.	Glt	105 90	Ang	75 O.07	Portsmouth J. Reed	C-Or-PP;ch.m;sfb; grp-car.4.05	26.67 87-6	6.17 20-3	2.97 9-9	19 22	Gloucester	K. Pedersen	Flm. 4.07			
✠ 141	HERA (ex-Richard-Wagner), <i>Fleth.</i> (9.06)	11	3/3, L	1.1.	4 m 2 P	2084 1994 1950	Alm	86 V.06	Geestemünde J.C.Tecklenborg	F: 2 comp; 2 p.S.& T;car.9.06.	84.10 276-0	12.50 41-0	7.32 24-0	.....	Hamburg	Reederei Akt. Ges.von 1896	Hbg 9.06			
✠ 142	HERA, <i>Johansson.</i> (12.02)	16-2	—	—	Bq 2 P	1066 1937	Rss	75 O.03	Bremerhaven F. W. Wencke	C-It-PP-T;ch.m-frg; (sal);grp.80;rp.SS.85;d. ft-m.5.03.	53.68 176-1	11.07 36-4	7.10 23-4	.....	Mariehamn	Rob. Mattson	Åbo 03			
• 143	HERACLÉE(ex-Astir), <i>Pandel- lis.</i> (5.01)	13-5	—	—	Glt 1 P-B	195	Trc	82 O.01	Galaxidi	C-P;ch.m-frg;grp. SS.01;d.ft.z.5.01.	32.00 105-0	7.00 23-0	4.40 14-5	.....	Constanti- nople	Stylanos Pan- dermaly	Cnst 04			
✠ 144	HERCULES, <i>Bager.</i> (2.00) 00-00	16	3/3, P	1.1.	Glt	59 48 55	Dan	00	Marstal N. Petersen	C-It;ch.frg;sfb; (sal);p.PP.	19.40 63-8	6.47 21-3	2.29 7-7	.....	Marstal	L. J. Bager	Svob. 6.06 c.v.06			
✠ 145	HERLOF-HERLOFSON, <i>Krö- ger.</i> (12.85)	13-6	—	—	3m 1 P-B	797 747 715	Nrw	75 O.85	Arendal O. Herlofson	C-PP-P;ch.m-frg;1 p.P; d.ft-m.9.90;(sal);SS.85.	49.61 162-0	10.36 34-0	6.02 19-9	.....	Arendal	Ole Herlofson	Lvp.90			
• 146	HERMAN, voir aussi HERMAN.	NN.																		
✠ 147	HERMAN Andersson. (6 01) 82-01	14	3/3, G	1.1.	Glt	72	Sds	01	Carlshamn C. O. Pettersson	C-P;ch.frg;(sal); sfb;car.9.06.	23.75 77-11	6.23 20-5	1.93 6-4	.....	Brantevik	O. Andersson	Stt. 11.06			
• 148	HERMAN-OLSEN, <i>Jacobsen.</i> (7.91)	10	—	—	Glt	65 58	Dan	91	Kohlboða H. Olsen	P-C;ch.frg;sfb;p.P. car.8.95.	20.80 68-3	5.60 18-5	2.08 6-10	.....	Rønne	M. Christian- sen	Cph.95			
✠ 149	HERMANN (ex-Johanna, <i>Müller</i> (6.07)	13-6	3/3, A	1.1.	G3m	236 225	Alm	91 O.07	Papenburg Rud. H. Meyer	C-Ht-PP;ch.m-frg; (sal);d.ft-m.8.03;rp. SS.07.	33.30 110-3	7.10 23-4	3.47 11-5	.....	Geeste- münde	W. Schuch- mann	Hbg 6.07 c.v.6.07			
✠ 150	HERMANN, <i>Buss, II.</i> (3.06) 03-06	13	3/3, P	1.1.	Gls	65 32	Alm	06	Fünfhausen J. F. Strengé & Sohn	C-It-PP;ch.frg; (sal);sfb.	20.79 68-2	5.58 18-4	2.02 6-8	.....	Ostrhav- derfehn	Capt	Wes. 3.06			

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	151	HERMANN, Burmann, H. (3.87)	14	—	—	Kff dv.lm	45 36 89	Alm	87 O.95	Nordloh <i>Reil</i>	C-Ht;ch.frg;sfb;rp. 95;car.7.99.	17.8 58-5	5.0 16-5	1.72 5.8	.....	Barssel	Capt	Wes.99	
✠	152	HERMES (ex-Hannes). <i>Hansen.</i> (7.07) 74-07	—	—	—	Bq 1 P-B	533 479 506	Dan	79 O.05	Barth <i>J. Kräfte</i>	C-Ht;ch.m.frg;(sal);sfb; p.P.93;grp-car.SS.4.05.	41.60 136-0	8.50 28-0	5.23 17-2	.....	Copen- hague	J. F. Schier- beck	H.st. 7.07	
✠	153	HERMES (ex-Wahsatch), Holm (8.87)	11-5	—	—	Bq 1 P-B	496 457 429	Sds	70 O.88	Tatamagonche (N-E) <i>D. E. Campbell</i>	S-R-Ht-Hk-Er-B-C; ch. m-fr;sfb;SS.SS;(sal);cat. 5.91.	43.10 142-0	9.55 27-10	4.60 11 10	.....	Brantevik	Lars Jönsson	Ld. 91	
.	154	HERMINE, Ketzenberg, J. (4.98)	12-4	—	—	Slp	29 25	Alm	67 O.98	Seedorf a/R <i>G. Krüges</i>	C-Ht;ch.frg;sfb;(sal);p. P;grp;SS.94;rp-car.5.00.	13.96 45-8	4.60 15-1	1.90 6-2	.....	Stralsund	Capt (à Mo- ritzdorf a/R)	Strs.00	
.	155	HERMINE, Kristenbrunn. — - 00 (10.00)	8	3/3, P	1.1.	Glt	134 117	Rss	00 O.04	Kaspervik <i>J. Antski</i>	P.ch.fr;sfb;car. 6.07.	26.34 86-5	7.55 24-9	3.05 10-0	.....	Revel	J. Kristen- brunn	Rvl. 6.07	
✠	156	HERMOD, Nielsen. (11.05)	13-3	3/3, G	1.1.	Glt	100 86	Dan	83 O.97	Rudkjöbing <i>J. Boar</i>	C-Ht;ch.m.frg;(sal);d. ft-m.1.01;SS.97;rp.03.	25.3 83-0	5.8 19-0	2.92 9-7	.....	Copenha- gue	Orum & Wulff	Cph. 9.06 c.v.9.06	
✠	157	HERMOD (ex-Sweden), Drei- mann. (7.98)	12	3/3, G	1.1.	G3m	176 151 157	Dan	98 O.06	Oscarshamn <i>C. G. Hasselhorn</i>	P-C;ch.m.frg;(sal) sfb;rp-car.3.06.	31.16 102-5	7.33 24-0	2.91 9-7	.....	Marstal	Agent Petersen	Svnh. 4.06	
✠	158	HERTHA (ex-Bolette-Levy), <i>Hansen.</i> (2.06)	13-4	5/6, G	1.1.	Glt	148 130 141	Dan	68 O.06	Thurø <i>W. Kaas</i>	C-Ht;ch.frg;(sal);sfb;p. P.SS;grp-car.SS.6.93; car.9.01;rp.03.	29.05 95-4	6.40 21-0	3.23 10 6	.....	Svendborg	H. A. Hansen (à Thurø)	Svnh. 2.06 c.v.04	
✠	159	HERTHA, Krull. 01 - 01 (9.01)	16	3/3, G	1.1.	G3m	200 178 191	Dan	01	Faxe <i>J. Roefoed</i>	C-Ht;ch.frg;(sal); sfb;car.1.06.	34.22 112-4	8.19 26-11	3.36 11-0	.....	Marstal	C. W. Clausen	Svda. 9.07	
✠	160	HERZOGIN-SOPHIE-CHAR- LOTTE (ex-Albert-Rickmers), P.C. Moten aue, Zander. (6.04) (6.04) - 03	I	3/3, L	1.1.	4m Bq 2 P	2581 2278 2232	Alm	95 V.04	Geestemünde <i>Rickmers</i>	A; 2 comp; D. 39m40; (WB. 1150 t.); ½ p. A; rp-car.10.07.	82.29 270-0	13.18 43-3	7.82 25-8	.....	Bremen	Norddeut- scher Lloyd	Wes. 10.37	
.	161	HESPER, Sodergrum. (12.82)	10	—	—	Bq	695 603	Amr	82 O.90	Port-Blakely <i>Hall Bros</i>	P.ch.m.frg;(sal); d.m.8.90.	49.68 163-0	11.57 38-0	4.57 15-0	.....	San-Fran- cisco	Geo. E. Bil- lings	P-A.90	
✠	162	HESTIA, Andersson. (10.01)	13-4	—	—	Bq 1 P-B	550 524 516	Sds	72 O.02	Memel <i>B. Pieper</i>	C.ch.fr;sfb;SS.89; rp.04;car.6.02.	43.58 143-0	9.30 30-6	5.72 18-9	.....	Malmö	N. P. Söder- berg	Mlm.04 c.v.04	
.	163	HIBERNICA, Le Couteur. 80 - 04 (4.05)	12-3	5/6, A	1.1.	Glt	166 156 148	Ang	63 O.05	Miramichi	C.FP.ch.m-fr;grp.90; d.ft-m.7.02;rp.02;SS.05	31.85 104-6	6.71 22-0	3.79 12-5	30 33	Guernesey	J. P. Tocque (à Jersey)	P.m. 8.05	
.	164	HIOU-RACHMET, Garoufa- los. (4.06)	12-4	3/3, P	1.1.	Ctt	30	Tre	99 O.06	Anapli	C.ch.fr.&frg;sfb; car.4.06.	17.00 56-9	4.00 13-2	2.50 8-2	.....	Constanti- nople	Athanassios, Georgiadis & Petro Tschaous- soglou	Cnst. 4.06	
✠	165	HILDA, Speck, Chr. (4.89)	15	—	—	Glt	39 35	Alm	89 O.97	Anclam <i>J. C. Peuss</i>	C.ch.frg;sfb;(sal); p.S;rp-car.3.97.	15.70 51-7	5.13 16-10	2.05 6-9	.....	Stralsund	Capt (à Seedorf a/R)	kngh. 99	

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD — EAU SALLE H.A.N. — en pouces	PORT D'ARMEMENT	ARMATEURS	DÉNIÈRE VISITE											
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																									
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																													
DATE DU TERME																													
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19												
✠	166	HILDA, Thämlitz, J. (4.86)	14	—	—	Slp	36 30	Alm	83 O.94	Seedorf a/R J. Brakenwagen	C-Ht.ch.frg.sfb; (sal);p.P;rp-car.5.98.	14.5 47-7	4.6 15-0	2.00 6-7	.....	Stralsund	Capt Seedorf a/R	(à) Strs.98											
✠	167	HILDA, Rasmussen, R. E. — - 79 (3.05)	16-6	5/6, G	1.1.	Glt	89 79 85	Dan	79 O.04	Svendborg J. R. Andersen	C-Ht.ch.frg.sfb;(sal); rp-car.SS.10.04.	24.1 79-0	5.6 18-4	2.79 9-2	.....	Svendborg	Capt (à Thurø)	Svdb 3.07											
✠	168	HILDA, Larsen, C. L. (7.02)	16	3/3, P	1.1.	Gls	57 43 52	Dan	02	Svendborg S. Weber	C-Ht;ch.frg;(sal); sfo.	21.91 71-11	5.59 18-4	2.10 6-11	.....	Grenaa	Capt	Svdb 3.06											
•	169	HILDA, Soderström. (6.90)	9-3	—	—	B-G	247	Rss	79 O.90	Westanfjerd	P.ch.fr;(sal);sff.ft. bois.11.89.	31.57 103-7	7.93 26-0	3.93 13-0	.....	Åbo	C. G. Anders- son	Flm.90											
✠	170	HILDA, Bäck. (5.07)	14-4	5/6, G	1.1.	G3m 1 P-B	385 341	Sds	74 O.07	Sölvesborg E. Wirén	C-Ht-P.ch.m-frg;(sal); sfb;SS.01;car.7.06;rp.07	33.66 126-10	8.03 26-4	4.57 15-0	.....	Helsing- borg	N.M.Påhlsson	Hsb. 5.07 c.v.5.07											
•	171	HILDA, ..... (6.99)	9-4	—	—	B-G	158	Sds	73 O.99	Syltenäs A. Isakson	S-C.sfb;(sal);grp. 94;car.SS.6.99.	29.20 95-10	7.45 24-5	2.92 9-7	.....	Bufvenäs	J. H. Seldén	Got. 99											
✠	172	HILDUR, Andersen. (12.06)	12-2	5/6, G	1.1.	G3m	152 135 126	Dan	81 O.02	Timmerabben C. Nilsson	P-C.ch.m-frg;(sal);sfb; SS.02;car.06;rp.07.	29.26 96-0	6.65 21-10	3.05 10-0	.....	Marstal	B. B. Friis	Sval. 4.07 c.v.3.07											
✠	173	HILDUR, Glifberg. (6.07)	13	3/3, P	1.1.	Glt	62 50	Sds	07	Pukavik C. Johanson	C-Ht-P;ch.frg; (sal);sfb.	21.91 71-10	6.08 19-11	2.14 7-0	.....	Skillinge	N.O. Glifberg	Grth. 6.07											
✠	174	HILDUR, Carlund. (8.94)	12-6	—	—	Glt	54 50	Sds	84 O.94	Rättaregård Pehrsson	S-C.ch.frg.sfb;(sal); p.S;car.7.98;rp.SS.94	18.6 61-0	6.2 20-4	2.56 8-5	.....	Styrsö	Capt	Got.98											
✠	175	HILMA, Svensson. (7.95) 00-05	12	—	—	Glt	99 90	Sds	95 O.02	Oscarshamn C. Thorén	P-C;ch.m-frg;sfb; (sal);car.11.02;rp.06.	26.20 86-0	6.55 21-6	2.97 9-10	.....	Brantevik	Johan Jons- son	Hsb. 10.06											
✠	176	HILMA (ex-Helrich), Olsson. (6.99)	13	3/3, P	1.1.	Glt	68 52	Sds	99 O.07	Barth C. Holzerland	C-Ht;ch.frg;sfb; (sal);car.3.07;rp.07	20.28 66-6	5.50 18-0	2.38 7-10	.....	Ahus	A.F.Anderson	Grth. 4.07											
✠	177	HINNEBKA, Kriens, G. (1.98)	14-6	—	—	Kff	46 43	Alm	77 O.99	Oldersum Janssen	C-Ht.ch.fr.sfb;rp- car.SS.2.99.	19.8 65-0	4.5 14-9	1.80 5-11	.....	Warsings- fehn	Capt	Kngb.02											
✠	178	HINRICH, Ahlers. (7.05)	I	3/3, L	1.1.	Bq	407 374 342	Alm	91 H1105	Tönning Schö- mer, Jensen & Co	A; 2 comp; D.9m90; 1 D.1m75; R.A.V.6m77; p.S;rp-car.7.05.	45.72 150-0	7.92 26-0	4.43 14-6	.....	Bremen	Seetzen Gebr.	Lbg 7.05											
✠	179	HINRICH, Mimkes. (2.00)	14-3	—	—	Glo	84 80 69	Alm	68 O.00	Leer Middendorf	C-Ht.ch.fr.sfb;rp- car.SS.2.00.	22.5 73-9	5.5 18-0	2.60 8-6	.....	Iherings- fehn	Chr. Mimkes	Hbg 02											
✠	180	HINRICH, Martens, J. D. (6.01)	16	3/3, P	1.1.	Gls	54 40	Alm	01	Oberndorf Wice Gohs	C-Ht;ch.frg;(sal); sfb.	20.15 69-5	2.82 9-3	2.00 6-7	.....	Hamburg	Capt (in Bas- beck, Oste)	Hbg 9.05 c.v.9.05											

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
✠	181	HINRIKA, Niehus. (3.96)	14-1	—	—	Glo	122 105	Alm	77 O.91	Grossefehn Schapp & Meyer	C-Ht.ch.frg.sfb;rp- car.SS.9.91.	25.90 85-0	6.10 20-0	2.98 9-9	.....	Bremerha- ven	W. Schuch- mann	Ld. 96		
✠	182	HIPPOLYTE, Doucin. (11.93)	15	3/3, G	1.1.	Glt	176 143	Frç	93 O.01	Nantes E. Alleau	C-Or-PP;ch.m.frg;q.ch. fr;sf;car.3.06;rp.01.	32.68 107-3	7.64 25-2	3.65 12-0	.....	St-Malo	Dufau	St-M. 3.06		
✠	183	HIRAM, Blase. (3.03) 89-04	12	3/3, G	1.1.	G3m	331 288	Rss	03	Windau Wannus	P-C;ch.frg;(sal); sf.	36.38 119-5	9.02 29-7	3.90 12-10	.....	Windau	O. Kunst- mann & Co	Wnd. 6.05		
✠	184	HIRONDELLE (ex-Afma), Le Huquet. (5.01)	16-6	—	—	B-G	195 169	Ang	85 O.01	Svendborg J. R. Andersen	C-Ht;ch.m.frg;(sal);sf. rp.SS.01;car.12.06; grp.06.	33.99 111-7	7.36 24-2	3.02 9-11	.....	Leith	J. A. Clair- reaux	Glsg. 12.06		
✠	185	HIRONDELLE, Lechevallier. (12.04)	14-4	3/3, G	1.1.	Glt	148 111	Frç	84 O.05	La Richardais Tranchemer	C-Or;ch.frg.sfb;p. n.01;car.2.05;rp.07	25.53 83-9	7.01 23-0	3.34 11-0	.....	Granville	J. Allain (à St-Nicolas)	St-P. 6.07 c.v. 6.07		
.	186	HIRONDELLE, Ghigliotti. (4.93)	13	—	—	Glt	77 63	Frç	93 O.97	Oneglia	C-PP;ch.cv.frg;d. cv.8.97.	22.96 75-4	6.50 21-4	2.64 8-9	.....	Nice	Alzapiede	Nice 03		
.	187	HIRONDELLE, Bouteille. (1.05)	10-3	5/6, P	1.1.	Dy	45	Frç	84 O.05	Dunkerque Cornemus frères	C-Or.ch.frg.sfb;p.n.96; rp.SS.96;car.12.04.	17.5 57-5	5.6 18-4	2.48 8-2	.....	Dunkerque	Georges Cor- tier	Ok. 2.05		
✠	188	HJALMAR, Christoffersen. 99-03 (12.04)	16-3	3/3, G	1.1.	Glt	155 135 145	Dan	83 O.05	Svendborg P. Troensegaard	C-Ht;ch.frg;sfb;(sal); SS.99;car.3.03;rp.05.	31.09 102-0	7.06 23-2	3.45 11-4	.....	Marstal	M. Hansen	Svdb. 6.05 c.v. 5.05		
✠	189	HJALMAR, Hansen. (12.02) 01-03	16-4	—	—	Glt	103 92 96	Dan	77 O.03	Troense R. W. Moller	C-Ht;ch.m.frg;sfb; (sal);SS.92;car.7.02; rp.03.	26.0 85-4	5.6 18-4	2.82 9-3	.....	Nykjøbing (Jutland)	A. P. Rasmus- sen	Svdb 03		
✠	190	HJALMAR, Olafsson. (12.89)	14	—	—	Gls	38 36	Dan	89	Nysted F. Sparre	C-Ht;ch.frg;sfb;p. P.	17.9 58-9	4.9 16-1	1.93 6-6	.....	Havnefjord	R. Sigardsson	Cph. 90		
.	191	HJALMAR, Olsson. (8.95)	11	—	—	Glt	48 40 41	Sds	95	Kolboda H. Olsen	C-P;ch.frg;sfb; (sal);p.P.	19.80 65-0	5.34 17-6	1.87 6-2	.....	Horvik	Jönsson	Kngb. 99		
✠	192	HOCHE, Le Maitre. (5.05) P. C. 6-85 (5.05)	1	3/3, L	1.1.	3m A.&C.P.	2211 1911 1916	Frç	01 V.05	Nantes Chantiers de la Loire	A; 2 comp; D. 17m50. R. 6m50 et 17m90;G; 14m15;car.7.07;rp.05.	84.31 276-8	12.29 40-4	6.87 22-6	56 59	Nantes	Cie Maritime Française	Hbg 7.07		
✠	193	HOCHE, Le François. (7.07)	14-7	3/3, G	1.1	Dy	138 102	Frç	95 O.07	Fécamp E. Capon	C-Or;ch.frg;sfb;p. S;car.4.05.	25.90 85-0	7.67 25-2	3.66 12-0	.....	Fécamp	E. Borgnet (Les Loges)	Fcp 7.07 c.v. 7.07		
.	194	HOFFNUNG, Leewog. (12.00)	12-4	—	—	Glo	91 77	Alm	67 O.91	Papenburg B. Tholen	C-Ht-PP;sfb;1/2p.S.94; grp.SS.80;car.5.91;rp. 94.	22.6 74-1	5.5 18-0	2.60 8-6	.....	West-Rhau- derfehn	Capt	Wes. 94		
✠	195	HOFFNUNG, Pieper, C. (3.94)	15-6	—	—	Glt	60 49 57	Alm	79 O.91	Zingst A. Drossel	C-Ht;ch.frg;sfb; (sal);p.P;rp-car.SS.3.94	18.55 60-10	5.26 17-3	2.44 8-0	.....	Hamburg	Capt (in Alt- Büdelndorf)	Strs. 97		

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈNEMENT NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS ET POUCHES	LARGEUR — EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE — EN MÈTRES EN PIEDS ET POUCHES	FRANC BOORD EAU SALÉE H.A.N. ou pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & THÈME	COTE		Brut Net — Sous le pont												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
• 196	HOFFNUNG, <i>Stellemans, R.</i> (6.92)	11-3	—	—	Kff. dv.	—43 85	Alm	81	81	Bollingen	C-Ht;sfb;p.S;rp- car.SS.6.92.	19.10 62-8	4.70 15-5	1.70 5-7	.....	Rhauder- fehn	Capt	Leer 92	
• 197	HOFFNUNG, <i>Jahn, J.</i> (4.98)	13-4	—	—	Gls	—42 36	Alm	69 re.94 O.98	Seedorf	C-Ht;ch.frg;sfb;(sal); re.SS.94-98;car.4.98.	13.6 44.8	4.3 14-0	2.12 7-0	.....	Stralsund	Capt	Strs.98		
✠ 198	HOFFNUNG, <i>Jürgens, L.</i> (4.96) (3/3, P. 1.1.)	13	...	..	Gls	36	Alm	96	Barth	C-Ht;ch.frg;sfb; (sal);p.P.	15.90 52-2	5.45 17-9	1.95 6-4	.....	Stralsund	Capt (à Sec- dorf a/R)	Strs.00 c.v.00		
• 199	HOFFNUNG, <i>Schoon, H. R.</i> (3.94)	12	—	—	Tk dv	25	Alm	94	Rhauderfehn	C-Ht;ch.frg;sfb;p. S;car.2.97.	15.60 51-3	4.11 13-5	1.45 4-9	.....	West-Rha- derfehn	Capt	Ppb.97		
• 200	HOFFNUNG ( <i>ex-Siverina</i> ), <i>Wellinga.</i> (12.95)	12-6	—	—	Tk. dv. bsc.	—58 51	P.B	83	Sappemeer	C-Ht;sfb;p.S;rp-car SS.4.96.	22.40 73-6	4.60 15-1	1.97 6-5	.....	Groningen	T. Kunst	Ppb.96		
✠ 201	HÖGANÄS, <i>Johansson.</i> (5.05)	12-4	5/6, A	1.1.	G3m	—262 240 229	Sds	71	Gefle	P-C.ch.m.p. S;grp. SS.92;d.ft-m.5.05;rp. 05.	35.17 115.5	7.72 25.4	3.71 12-2	.....	Helsing- borg	A. P. Horn- dahl	Msb. 5.05		
✠ 202	HOLLANDIA, <i>Smits.</i> (3.03)	I	3/3, P	1.1.	Glt usc. dv.	—182 107 115	P-B	98	Zwartsluis	A-F; 2 comp; fd. plt; G.E;p.A;car.11.06; rp.07.	29.28 96-1	5.74 18-11	2.31 7-7	.....	Groningue	Koopman	Gng. 2.07		
• 203	HOLLANDIA ( <i>ex-Pietertje-II</i> ), <i>Bloemker.</i> (3.00)	I	—	—	Tjk dv. bsc.	—78 60	P-B	87	Viervcrlaten	F;3 comp; G-E. fd.plt;p.F;car.3.00	21.90 71-11	4.09 16-1	2.07 6-10	.....	Meppel	Capt	Am. 00		
✠ 204	HOLLISWOOD, <i>Knight, F.M.</i> (4.93) (3/3, L.1.1.)	13	...	..	Bq 2 P	—1141 1084 953	Amr	93	East-Boston	C-PP-Hk;ch.m-frg; (sal);d.ft-m.7.01;rp.01.	56.58 185-8	1.58 38-0	5.84 19-2	.....	New-York	Pendleton Bros.	H-K.01		
• 205	HOLLY-HOW, <i>Rowe.</i> (4.03)	13-3	5/6, G	1.1.	Glt	—126 90	Ang	66	Berwick	C Or-PP;ch.mstb;p. n.03;grp. SS.03;scuff. 05;rp-car.1.05.	25.75 81-6	6.55 21-6	3.53 11-7	22 1/2 25 1/2	Barrow	W. Burgoyne (à Plymouth)	Plm. 1.05		
✠ 206	HONOIPU, <i>Reed.</i> (8.98) (3/3, G. 1.1.)	14	...	..	G4m	—564 520	Amr	98	Alameda(Cal)	P;ch.m-frg;(sal); sfb.	49.38 102-0	11.27 37-0	3.96 13-0	.....	San Fran- cisco	Hind, Rolph & Co	S-F. 03 c.v.03		
✠ 207	HOOGZAND-I, <i>Wyrdeinan.</i> (12.06)	I	3/3, A	1.1.	B-G A.&C.P.	—230 198 202	P-B	95	Martenshoek	A-F; 2 comp;rp- car.12.06.	34-59 113-7	7.25 23-10	3.02 9-11	.....	Hoogezand	J.P. van Leg- gelo	Gng. 12.06		
✠ 208	HOPPET, <i>Malmsten.</i> (3.02)	3-3	—	—	Bq 1 P-B	—555 520 485	Rss	78	Raumo	P.ch.m-fr.(sal);d. ft m.1.01;grp.SS.02.	44.50 146-0	8.87 29.2	4.93 16-2	.....	Kimito	A. E. Matts- son	Card04		
✠ 209	HOPPET, <i>Andersson.</i> (4.07)	11-3	5/6, G	1.1.	G3m	—251 221	Sds	78	Gefle	P-C;ch.m.sfb;(sal);rp- car.SS.11.06.	35.60 116-10	7.50 24-7	3.59 11-9	.....	Hälfverö	E. Mattsson	Stkh. 4.07		
• 210	HORLA ( <i>ex-Marguerite</i> ), <i>Longuet.</i> (2.03) 02-03	14-3	3/3, G	1.1.	Kt	—85 22	Frç	82	Southampton	C-T;ch.m;sfb;car. SS.2.03;rp.03.	17.42 57-2	4.15 13-8	3.04 10-0	.....	Bordeaux	Longuet	Bx 4.05 c.v.4.05		

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD (SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS		gross	Register				under deck	SHEATHING								REPAIRS
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																					
	DATE OF TERM																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠	211	HORNET, Crosby. (9.01)	12-3	—	—	B-G 3m	445 407 350	Ang	82 O.01	St-John(N-B) E. M. Guiggan	Sp-PP-B-Hk-C.ch.m- frg;(sal);d.ft-m.10.01; rp.SS.01.	42.70 140-0	9.10 30-0	3.96 13-0	.....	St-John (N-B)	Troop & Son	N-S. 01				
	212	HORTENSE (ex-Meta), Senos. (4.98)	14-3	—	—	Glt	91 87	Ptg	66 rc.91 O.00	Appledore	C: ch.m; (sal); p.n. 91;SS.00;d.ft-m.3.00.	22.68 74-5	5.47 18-0	3.30 10-10	.....	Lisbonne	Parceria Geral de Pescarias	Lisb 00				
✠	213	HOSANNA, Philipsen. (3.06) 99-01	16-6	3/3, G	1.1.	G3m	131 110 128	Dan	90 O.06	Marstal F. Hansen	C-Ht.ch.frg;(sal); sfb;p.P;car.SS.3.06.	26.93 88-5	6.33 20-9	3.06 10-0	.....	Marstal	A.H. Petersen	Svdb. 3.06				
✠	214	HOSIANNA, Wilters, K. J. (6.05)	15-6	3/3, G	1.1.	Gls	80 68 70	Alm	90 O.05	Rostock J. Möller	C-Ht-PP;ch.frg;sfb; (sal);car.SS.6.06;rp.01.	20.73 68-0	5.46 17-11	2.49 8-2	.....	Varel	Capt	Wes. 12.06 c.v.12.06				
✠	215	HOTHER, Prikker. (7.06) 89-02	15-4	5/6, G	1.1.	Glt	132 109 121	Alm	75 O.06	Horsens C. Schröder	C-Ht.ch.m-frg;sfb;(sal); SS.00;p.n.06;rp-car.8.06	26.82 88-0	6.58 21-7	3.40 11-2	.....	Geeste- münde	W.Schuch- mann	Wes. 8.06				
	216	HOWARD, Rendle. (7.96)	12-6	—	—	Kt	55 50	Ang	84 O.96	Milford	C-Tk-Or-PP;ch.frg; sfb;(sal);car.SS.7.96; rp.99.	18.35 63-6	5.25 17-3	2.51 8-3	.....	Milford	J. R. Mead	Flm.99 c.v.99				
	217	HOWE (ex-Henry-Edmonds), Chapple. (8.06)	13-4	5/6, G	1.1.	Glt	175 139 174	Ang	71 rc.00 O.06	Aarhus	C-B-PP-Ht-Gr;ch.frg; sfb;rc.SS.00;car.5.05; rp.06.	31.32 102-9	7.65 25-1	3.35 11-0	25 28	Gloucester	K. Pedersen	Flm. 8.06 c.v.8.06				
✠	218	HUGO, Svensson. (11.99) (3/3, P.1.1.)	12	...	..	Glt	51 39	Sds	99	Eckerna Warf J. Johansson	P-C;ch.frg;(sal); sfb;car.7.03.	19.89 65-3	5.64 18-10	2.08 6-10	.....	Styrsö	Capt	Got. 04				
✠	219	HULDA, Hansson, G. (11.05)	12	3/3, P	1.1.	Glt	86 69	Sds	05	Sjötorp S. Groth	P-C;ch.frg;(sal); sfb.	23.45 71-0	6.07 19-11	2.38 7-10	.....	Donsö	Capt	Got. 11.05				
✠	220	HULDA, Nielsen, C.E.(3.01) (3/3, P. 1.1.)	16	...	..	Gls	51 39 48	Sds	01	Assens J. Christoffersen	C-IIt;ch.frg;(sal); sfb.	20.06 65-10	5.68 18-8	1.95 6-5	.....	Warberg	Capt	Svdb01				
✠	221	HULDA, ..... (10.89)	13	—	—	Glt	66 60	Sds	89	Halmstad V. Frandsen	C-Ht-P;ch.frg;(sal) sfb;p.P;rp.93;car.2.98.	23.4 76-9	6.3 20-8	2.51 8-3	.....	Falken- burg	G. B. Anders- son	Kngb 98				
✠	222	HULDA, Andersson. (8.96) -02	14	3/3, P	1.1.	Glt	51 40	Sds	96 O.02	Pukavik C. Johansson	C-P;ch.frg;sfb; (sal);car.9.02.	21.10 69-3	5.65 18-7	1.96 6-5	.....	Skillinge	N.P.Thorsson	Stt. 04				
✠	223	HUSAVIK, Hansen, C. L. (2.02) 78-02	16	3/3, G	1.1.	G3m	171 144 162	Dan	02	Faaborg R. Möller	C-Ht;ch.frg;(sal); sfb.	30.90 101-5	7.57 24-10	3.26 10-8	.....	Rüdjkjö- bing	Capt	Svdb. 8.06 c.v.8.06				
✠	224	HUTITU (ex-Friedrich), Ei- leirtsen. (1.05)	15-3	5/6, G	1.1.	Bq 1 P-B	684 617 611	Nrw	76 O.04	Apenrade G. Raben	C-Ht-PP;ch.m.frg; (sal);sfb;SS.91;rp-car. 12.04.	48.59 159-5	9.24 30-4	5.75 18-10	.....	Chris- tiania	Brodrene Biørnstad	Chrt. 10.06 c.v.10.06				
✠	225	HVEN, Christensson. (5.05)	13	3/3, P	1.1.	Glt	56 40	Sds	05	Råå	C-P;ch.frg;(sal); sfb.	21.08 69-2	5.34 17-6	2.02 6-8	.....	Råå	G. H. Witt	Hlsb. 5.05				

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## HYG

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONT	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont	DOUBLAGE — RÉPARATIONS												
	2	3											4	5							
✠	226	HYDRA, <i>Wieting.</i> (12.96)	15-5	—	—	Bq 2 P	$\frac{820}{741}$ 785	Alm	76 O.97	Bremerhaven <i>H. F. Ulrichs</i>	C-PP-Ht.ch.m-frg;(sal); p.S;SS.96; d.ft-m.9.00.	$\frac{49.10}{161-0}$	$\frac{9.37}{30-10}$	$\frac{6.10}{20-0}$	.....	Hamburg	Schlubach & Co	Card 01			
✠	227	HYDRA, <i>Christensen.</i> (6.01) 06 - 06	16	3/3, G	1.1. G3m		$\frac{174}{147}$ 178	Dan	01	Marstal <i>J. A. Petersen</i>	C-Ht;ch.frg;(sal); sfb;rp.07;car.4.06.	$\frac{31.77}{104-3}$	$\frac{7.78}{25-6}$	$\frac{3.23}{10-7}$	.....	Marstal	J. C. Carlsen	Op. 10.07			
✠	228	HYGIE, <i>Bitter.</i> (4.04)	16	3/3, G A.&C.P.	1.1. Glt		$\frac{164}{125}$	Frç	04	Paimpol <i>Perrot</i>	C-Or-Ht;ch.frg; (sal);sfb.	$\frac{32.46}{106-6}$	$\frac{7.37}{24-2}$	$\frac{3.64}{11-11}$	.....	Paimpol	Thierry & Bonnaire	Pmp. 2.07 c.v.2.07			

N. B.— Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	1	L.-F.-CHAPMAN, <i>Banfield</i> . (11.05)	13-6	3/3, A	1.1.	3 m 2 P-B	$\frac{2115}{2038}$	Amr	82 O.05	Bath <i>I. F. Chapman</i>	C-PP;ch.m-frg;(sal); SS.99;d.ft-m.12.06;rp.06	72.38 237-6	13.03 42-9	8.37 27-6	.....	New-York	I. F. Chapman & Co	H-K. 11.06	
+	2	L.-KOEFOED, <i>Andersen</i> . — 03 (5.03)	16	3/3, A	1.1.	G3m	$\frac{228}{194}$ 215	Dan	03	Faxe Ladeplads <i>I. Koefoed</i>	C-Ht;ch.m-frg; (sal);l.ft-m.12.03.	35.31 115-10	8.38 27-6	3.55 11-8	.....	Faxe Lade- plads	I. C. Hansen (à Marstal)	Svøb. 8.07 c.v. 8.07	
+	3	IB, <i>Mörck</i> . (5.84)	16	—	—	Glt	$\frac{38}{20}$	Dan	84 O.94	Kjöge <i>J.W.L. Flindt</i>	C-Ht.ch.frg.sfb;(sal); p.P;grp-car.3.94.	19.1 62-8	4.8 15-9	1.73 5-8	.....	Kastrup	Kastrup Glasvørk	Cph.94	
+	4	IDA, <i>Stramwitz, Aug.</i> (3.02)	13	3/3, P	1.1.	Glt	$\frac{71}{57}$	Alm	02	Barth <i>C. Holzerland</i>	C-Ht;ch.frg;(sal); sfb.	21.83 71-8	5.94 19-6	2.50 8-2	.....	Barth	Capt (Bresewitz)	Hbg. 4.06	
+	5	IDA, <i>Kröning, H.</i> (3.98)	14	3/3, P	1.1.	Gls	$\frac{37}{34}$ 32	Alm	98 O.05	Barth <i>C. Holzerland</i>	C-Ht.ch.frg;sfb; car.3.05.	18.05 59-3	4.08 13-5	2.00 6-7	.....	Uecker- münde	Capt	Stt. 3.05	
.	6	IDA, <i>Remick</i> . — 03 (12.05)	11-4	5/6, G	1.1.	B-G	$\frac{199}{155}$	Ang	73 O.05	Prince-Ed- ward-Island	B-Hk-PP-S;ch.m-fr; sfb;(sal);p.n.95;grp.SS. 12.00;car.11.05.	32.10 105-4	7.35 24-1	3.89 12-9	$\frac{26}{29}$	Padstow	Isaac Remick	Fim. 11.05	
.	7	IDA, <i>Giannoni</i> . (10.90)	13-3	—	—	Bq 1 P-B	$\frac{243}{230}$	Itl	63 O.90	Livourne <i>P. Micheli</i>	C-PP.ch.cv;p.P;d. ft-m.11.90;rc.SS.90	34.68 113-10	7.47 24-6	4.57 15-0	.....	Portefer- rajo	Capt	Gn. 90	
.	8	IDA, <i>Rossi</i> . (11.06)	13-2	5/6, P	1.1.	Ttn	$\frac{64}{85}$ O.06	Itl	78 O.94	Viareggio	C-P;ch.frg;sfb; grp.03;rp-car.9.06	21.00 68-11	6.20 20-4	2.48 8-2	.....	Livourne	R. Orlandini (à Rio Marina)	Lvn. 9.06	
.	9	IDA, <i>Malfatti</i> . (3.94)	13-3	—	—	Ttn	30	Itl	78 O.94	Limite	C-P;ch.frg;sfb;rp- car.SS.3.94.	17.30 56-9	4.75 15-7	1.96 6-5	.....	Livourne	A. Barsotti (à Viareggio)	Lvn. 94	
.	10	IDA (ex-Hannover), <i>Lundh</i> . (12.93)	13-4	—	—	Bq 1 P-B	$\frac{367}{328}$ 321	Sds	56 re.84 O.94	Harburg	C-Ht-P.ch.m-frg;(sal); re.84;p.n.84;SS.94; souff.S.2.94.	37.59 123-4	7.65 25-2	4.57 15-0	.....	Kivik	O.Martensson	Hull 96	
+	11	IDA (ex-Julius-Skrike), <i>Håkansson</i> . (6.04)	14-3	—	—	Bq 1 P-B	$\frac{802}{256}$ 268	Sds	70 O.04	Elseneur <i>Roh- mann &amp; Barford</i>	P-C;ch.m-frg;(sal);sfb; grp.90;SS.99;rp-car. 6.04.	37.05 121-7	7.55 24-9	4.14 13-6	.....	Brantevik	J. Olsson	Oscho 04	
+	12	IDA, ..... (6.93)	11-3	—	—	Bk	$\frac{297}{263}$ 275	Sds	78 O.93	Hernösand <i>F. Hagglund</i>	P.ch.m-fr;(sal);p.n.93; grp.SS.93;d.ft-m.12.94.	37.32 122-5	7.65 25-1	3.65 12-0	.....	Nortelje	L. F. Berg- ström	Ld. 95	
.	13	IDA, <i>Carlsson</i> . (3.99)	10-3	—	—	B-G	$\frac{162}{141}$	Sds	80 O.99	Oscarshamn <i>C. Thorén</i>	S-C.sfb;(sal);SS.99; rp-car.11.00.	29.59 97-1	6.53 21-4	3.19 10-5	.....	Oscarshamn	P. Petré	Oscho 00	
.	14	IDA (ex-Polarnaja-Swedsa), <i>Carlsson</i> . (4.01)	3-3	—	—	Glt	$\frac{123}{120}$	Sds	re.74 O.01	Soma	P.ch.frg;sfb;rp-car. 4.01.				.....	Figeholm	S. A. Anders- son	Got. 01	
+	15	IDA, <i>Ingvarsson</i> . (3/3, G. 1.1.)	12	...	...	Glt	$\frac{114}{99}$	Sds	97 O.02	Oscarshamn <i>C. Thorén</i>	P-C.ch.m-frg.sfb; (sal);car.7.02.	26.12 85-9	6.53 21-5	2.77 9-9	.....	Brantevik	P. Ingvarsson	Oscho 02	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## IMM

Surveillance n°	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — REPARATIONS		LONGUEUR EN PIEDS 13	LARGEUR EN MÈTRES 14	CREUX DE CALE EN POUCES 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE					
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & PERME	COTE			Brut — Net — Sous le pont	ANÉE			PORT	MATÉRIAUX	LONGUEUR	LARGEUR								CREUX	FRANC	PORT	ARMATEURS	DERNIÈRE
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																										
	DATE DU TERME																										
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19								
✠	16	IDEALE, Josse.	(10.03)	13	3/3, G	1.1.	Glt	168 129	Frç	03	Nantes <i>Alleau</i>	C-Or;ch.m-frg;sfb.	31.77 104-3	7.71 25-4	3.58 11-9	.....	Binic	Verry-Car- fantan	St-M. 1.07 c.v.1.07								
✠	17	IDÈS, Clochon.	(11.90)	13	—	—	Slp	23	Frç	90	Paimpol <i>L. Laboureur</i>	C-Or;ch-frg;S-A; p.S.	15.00 49-3	4.07 15-5	2.10 6-11	.....	Audierne	Delécluse	Pmp 90								
✠	18	IDUN, Carlsson.	(3.07)	12-4	5/6, G	1.1.	Glt	218 192	Sds	78 O.07	Eckerna-Warf <i>J. Ahlberg</i>	P-C.ch-frg;sfb; (sal);SS.00;rp-car.3.07.	30.88 101-4	7.17 23-6	3.79 12-5	.....	Fiske- bäckskill	O.Bengtsson	Got. 3.07								
✠	19	IDUNA, Vidament. 97-04	(8.02)	13	3/3, G	1.1.	Glt	165 129	Frç	02	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; sfb.	31.45 103-3	7.40 24-4	3.67 12-1	.....	Paimpol	F. Gicquel	Pmp. 2.07 c.v.2.07								
✠	20	IDUNA, de Maudrot.	(5.95)	12	—	—	Slp	6	Frç	95	Paimpol <i>Gouasdoué</i>	C-PP-Tk-S;ch.ev- frg;sfb;p.P.	11.01 36-1	2.62 8-8	1.77 5-10	.....	Paimpol	de Maudrot	Pmp 95								
✠	21	IDUNA, Boman.	(6.03)	12-3	—	—	B-G	203 184 178	Sds	75 O.01	Kohlboda <i>H. Olsén</i>	P-C.ch.m-frg;(sal); SS.84;d.ft-m.5.01;rp.05.	31.49 103-4	6.45 21-2	3.66 12-0	.....	Fiske- bäckskill	A. Olsson	Got. 3.05 c.v.3.05								
✠	22	IGNATS-BREUM, Lund. 87-01 (3.06)	(3.06)	16-4	3/3, G	1.1.	G3m	232 208 202	Dan	84 O.06	Svendborg <i>J. R. Andersen</i>	C-Ht;ch.m-frg;(sal); sfb;SS.01;rp.06;car. 12.05.	34.83 114-4	7.01 23-0	3.45 11-4	.....	Svendborg	H. A. Hansen	Svdh. 3.06								
.	23	IHANA, Wiljanen.	(3.06)	11-4	5/6, G	1.1.	3mG	296	Rss	89 O.00	Luvia	P;ch.fr;sfb;SS. 0.03;rp.05.	36.14 118-7	8.90 29-2	3.82 12-7	.....	Luvia	C. F. Holm- berg	Åbo 7.06 c.v.4.06								
.	24	IKA (ex-Pohjola), Karlsson (8.89)	(8.89)	9-2	—	—	Bk 1 P-B	563	Rss	61 O.89	Gamla-Carle- by	P.ch.m-fr.sfb;(sal); pr.89;rp-car.SS.8.89; rp.90	46.00 151-0	10.28 33-9	5.49 18-0	.....	Mariehamn	V. Sundman	Flm.90								
.	25	IL-FRANCESCO, Catanzaro. (7.00)	(7.00)	13-1	—	—	B-G	116	Itl	82 O.95	Castellamare <i>C. Bonifacio</i>	C-P;ch.m-frg; p.P; d.ft-m.7.95;rp.SS.95.	25.40 83-4	6.10 20-0	3.30 10-10	.....	Palerme	F. Arrigo	Npl.00 c.v.00								
.	26	IL-SALVATORE (ex-Elvira), Tedesco. (6.04)	(6.04)	13-1	—	—	B-G	98	Itl	91 O.99	Gênes	C-P;ch.m-frg;rp. SS.99;d.ft-m.5.99.	25.60 84-0	6.26 20-6	3.22 10-7	.....	Palerme	PasqualeMor- mino	Lvn.04 c.v.04								
.	27	ILOS (ex-Jenny), Mattsson. (5.90)	(5.90)	9-3	—	—	Bq 1P-B	533	Rss	67 O.90	Uleåborg <i>J. Kieldstöm</i>	P.ch.m-fr;(sal);d. ft-m.3.92;ss.96;rp.92.	42.70 140-0	9.65 31-10	6.33 20-9	.....	Mariehamn	K.E.Karlsson	Av. 92 c.v.92								
.	28	ILU, Jakson. 92-05	(4.03)	7-3	5/6, P	1.1.	Glt	119 106	Rss	02	Orrenhof	P;ch.fr;(sal);sfb; car.11.06	23.97 78-8	6.65 21-10	2.74 9-0	.....	Riga	J. Liiwa & M. Koddaras	Wes. 2.07								
✠	29	IMES, Högström.	(6.03)	12-4	—	—	G3m	264 235	Sds	80 O.03	Westervik <i>C.R. Fridell</i>	P-C;ch.m-frg;(sal) sfb;rp.SS.94;car.6.03.	34.38 112-10	7.06 23-2	3.69 12-1	.....	Westervik	K. Sjögren	Got. 03								
.	30	IMMACOLATA-V. (ex-Enrico- Mollica), Rodi. (11.06) 99-03	(11.06)	13-3	5/6, M	1.1.	B-G	62 59	Itl	73 O.06	Corzola	C-MI; ch.m-frg;grp.95; d.ft-m.11.06;rp.SS.06.	20.45 70-4	5.70 18-8	2.75 9-0	.....	Messine	A. Malambri & Co	Mss. 11.06								

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD	SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER							SHEATHING									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND											REPAIRS									
	DATE OF TERM											IN METERS									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
.	31	IMMANUEL, voir aussi EMANUEL, EMMANUEL.																			
.	32	IMMANUEL, Hartmann. 92-04 (4.98)	14	3/3, G	1.1.	Glo	98 85 86	Alm	98 O.05	Hammelwarden L. F. Strenge & Sohn	C-Ht-PP;ch.frg; sfb;rp-car.7.05.	25.40 83-4	5.50 18-0	2.34 7 8	.....	Brake	I. Strüfing	Wes. 7.05			
✦	33	IMMANUEL, Schütte, W. G. (4.98)	15-4	—	—	Glo dv	46 38	Alm	79 O.98	Motzen D. Focke	C-Ht.ch.frg.sfb; (sal);rp.SS.92;car.8.98.	19.4 63-8	4.3 14-1	1.85 6-1	.....	Varel	Capt	Wes.98			
✦	34	IMMANUEL, Bager. (2.94) — - 94	16	3/3, G	1.1.	G3m	144 129 139	Dan	94 O.01	Marstal L. J. Bager Jr	C-Ht.ch.frg;sfb; (sal);car.1.01.	29.03 95-3	7.89 26-0	2.98 9-10	.....	Marstal	L. J. Bager	Svob. 5.07 c.v.2.06			
✦	35	IMMANUEL, Jensen, J. (5.99) — - 99	15	3/3, P	1.1.	Gls	67 56 68	Dan	99 O.06	Thurø J. Ph. Jorgensen	C-Ht;ch.frg;(sal); sfb;car.4.05	21.16 69-5	6.03 19-9	2.39 7-10	.....	Svendborg	Capt (à Thurø)	Svob. 1.07			
✦	36	IMMANUEL, Ohlsson, J. A. (3.07)	16-2	5/6, G	1.1.	Glt	144 137 142	Sds	67 O.00	Marstal J. J. Bager	C-Ht.ch.frg.sfb;p.P.S4; grp.SS.84;rp.00;car 3.07.	25.2 82-8	6.9 19-4	3.80 12-6	.....	Helsing- borg	Capt	Svob. 3.07			
✦	37	IMMANUEL, Andersson. (9.01)	15-3	—	—	Glt	95 83	Sds	70 O.01	Marstal H. J. Bager	C.ch.frg.sfb;p.n.93; grp.SS.93;car.8.01	23.90 78-4	6.70 22-0	3.15 10-4	.....	Brantevik	J. Persson	Crh 01			
✦	38	IMPERATOR, Behrsing (9.00) 90-02	12	3/3, G	1.1.	B-G 3 m	394 349	Rss	00 O.06	Gudmansbach Mangius	P-C;ch.frg;(sal); sfb;car.7.06;sff.pr.06.	42.80 140-5	8.89 29-2	4.21 13-10	.....	Riga	J. Martinson (à Pernau)	Riga 10.06			
✦	39	INCA, Rasmussen. (12.96)	14	3/3, G	1.1.	G5m	1014 901	Amr	96 O.05	Port-Blakely Hall Bros	P.ch.m.frg.sfb; (sal);car.2.05	65.65 215-5	12.56 41-3	5.00 16-5	.....	San-Fran- cisco	R.R. Rasmus- sen	Tem. 2.05			
✦	40	INCA (ex-Elise-Marie), Ras- mussen, H. J. (3.02)	13-4	—	—	Glt	74 60 70	Dan	77 O.02	Barth C. Holzerland	C-Ht-S;ch.frg;sfb; rp.SS.96;car.3.01.	20.90 68-7	5.70 18-8	2.63 8-8	.....	Faaborg	Capt	Svob 01			
.	41	INDÉPENDANT, Lhommet. (12.05)	14-7	3/3, G	1.1.	Dy	154 124	Frç	97 O.05	Fécamp	C-Or;ch.frg;(sal); sfb;car.7.05.	27.75 91-1	8.04 26-4	3.97 13-0	.....	Fécamp	Lhommet & Fils	Fcp 7.05			
.	42	INDÉPENDANT (ex-Goutte-de- Rosée), Le Bozec. (11.97)	12-4	—	—	Slp	50 38	Frç	62 O.97	Jersey	PP-C;ch.ev;sfb;SS.91; p.PP.93;grp.93;rp-car. 1.98.	19.71 64-8	5.14 16-10	2.63 8-8	.....	Lannion	Le Bail & Co	Pmp.99 c.v.99			
✦	43	INDIA, Johnsen. (4.06)	1	3/3, L	1.1.	B4 2 P	969 830 850	Nrw	76 V.06	A. Stephen & Sons, Glasgow	F-T;ch.m.frg;2 p.PP. SS.97;d.ft-m.4.06;rp. 02.	58.82 193-1	10.43 34-3	5.84 19-2	.....	Tvede- strand	L. Lydersen	Arnol. 4.06			
.	44	INDIA, Rohman. (9.05)	11-6	3/3, L	1.1.	B4 1 P-B	720 662	Sds	91 O.05	Tvedestrand	P-C-PP;ch.m.frg; rp.SS.05;d.ft.m.9.05.	49.27 162-8	9.85 32-4	5.49 18-0	.....	Helsing- borg	N.M. Pahlsson	Hsh. 9.05			
✦	45	INDIANA, Colley. (7.92)	15-6	—	—	3 m 2 P	1487 1413	Amr	76 O.92	Bath (Me) E. & A. Sewall	C-PP;ch.m.frg;1 p.P. 1 p.Sp;(sal);SS.92;d.ft- m.9.97.	63.70 209 0	12.20 40 0	7.32 21 0	.....	San-Fran- cisco	Alaska Packers' Association	N-Y.97			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## ING

1-Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD — EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GREEMENT												
	DATES DU BREVET DU CAPITAINES ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	46	INDIANA, <i>Dolo.</i> (5.94)	15	3/3, G	1.1.	B-G	178 141	Frç	94 O.03	LaRichardais <i>L. Tranchemer</i>	C-Or;ch.m-frg;p.S; sfb;rp.97;car.1.04.	32.50 106-8	7.20 23-8	3.50 11-6	.....	Cancale	L. Lehoerff	St M. 1.06 c.v.1.06
✠	47	INDUSTRI, <i>Raahauge.</i> (4.05) 81-05	16	3/3, G	1.1.	3mG	97 83 91	Dan	05	Marstal <i>N. Hansen</i>	C-Ht;ch.frg;(sal); sfb;p.P.	25.87 84-11	6.81 22-4	2.70 8-10	.....	Marstal	N.E. Schmidt	Cph. 4.05
✠	48	INDUSTRIE, <i>Rasmussen.</i> P.C. 5.4-80 (10.04) (4.03)	1	3/3, L	1.1.	3 m 2 P	1690 1642 1591	Nrw	72 V.03	Kinderdijk <i>L. Smit &amp; Zoon</i>	F; 3 comp;rp.4.03; car.2.07;rp.07.	69.50 228-0	13.10 43-0	7.38 24-2	.....	Stavanger	A. Meling	Syd. 2.07
✠	49	INDUSTRIE, <i>Jungelans.</i> (6.99)	14-4	—	—	Glo	106 100 88	Alm	68 O.00	Grossefehn <i>A. J. Schapp</i>	C-Ht.sfb;grp.82;(sal);p. n.92;SS.95;rp-car.5.00.	25.29 83-0	6.05 19-10	2.80 9-2	.....	Harburg	Heinecke & Co	Hbg 00
•	50	INÈS, <i>Lecuyer.</i> (1.03)	3-3	—	—	Glt	70 56	Frç	86 O.99	Lunenburg (N-S)	Sp-Ht-M;ch.m-fr;(sal); sfb;p.n.98;rp.99;car. 1.03.	21.34 70-0	6.71 22-0	2.59 11-10	.....	St-Pierre- Miquelon	Th. Clément	St-P. 5.05 c.v.5.05
✠	51	INÈS (ex-Inès-Rölh), <i>Thors- son.</i> (4.02)	13-2	—	—	Bk 1 P-B	264 220 226	Sds	81 O.99	Wärnanäs <i>A. Bring</i>	S-C-PP.ch.m-frg;p.S; (sal);SS.93;d.ft-m.7.97; rp.98.	35.07 115-1	7.43 24-4	3.89 12-9	.....	Kivik	N. M. Malm- qvist	Cph. 02 c.v.01
✠	52	INGA (ex-Aldebaran), <i>Petersen.</i> (10.98) 82-07	12	3/3, G	1.1.	Glt	114 97 107	Dan	98 O.04	Sjötorp <i>S. Groth</i>	P-C;ch.frg;(sal);sfb; grp.04; car.7.04.	26.30 86-4	6.23 20-5	2.74 9-0	.....	Esbjerg	C. Breinholt	Vj. 4.07 c.v.4.07
✠	53	INGEBORG, <i>Drejõe.</i> (3.05)	16-6	3/3, G	1.1.	Glt	138 127	Dan	89 O.05	Svendborg <i>J.R.Andersen</i>	C-Ht;ch.m-frg;(sal); p.P;d.it-m.2.01;SS.05.	27.15 89-1	6.33 20-10	3.26 10-8	.....	Copenha- gue	C.J Høepfner	Cph. 3.05 c.v.3.05
•	54	INGEBORG (ex-Matrona), <i>Ras- mussen, P.</i> (10.89)	11-6	—	—	Glo	53 45	Dan	47 rc.89	Svendborg <i>J. R. Andersen</i>	C-Ht;ch;frg;sfb.p. P.89;rc-alg.89.	18.80 61-8	4.76 15-8	2.22 4-6	.....	Ommel	Capt	Svdb94 c.v.94
•	55	INGEBORG, <i>Andersen, C.</i> (5.93)	13	—	—	Glt	48 40 46	Dan	93 O.99	Thisted <i>C. Petersen</i>	C-Ht;ch.frg;sfb. car.6.99.	20.30 66-7	5.20 17-1	2.13 7-0	.....	Bandholm	Capt	Kngb.02
✠	56	INGEBORG, <i>Fex, A. H.</i> (4.03)	13-6	5/6, G	1.1.	Bq	332 296	Sds	78 O.03	Timmernab- ben <i>C. Nilsson</i>	P-C;ch.m-frg;p.S;(sal); sfb;grp.96;rp-car;SS. 4.03.	40.28 132-2	7.80 25-7	3.81 12-6	.....	Lerhamn	H. J. Fex	Hlsb. 4.05 c.v.4.05
✠	57	INGEBORG, <i>Johansson.</i> (9.03) (5/6, G. 1.1.)	12-3	...	...	B-G	217 187 192	Sds	80 O.03	Öberg <i>Seldén</i>	P-C.ch.frg.sfb;(sal); rp-car.9.03;SS.4.99	30.48 100-0	7.06 23-2	3.66 12-0	.....	Buftenäs	B. A. Abra- hamsson	Got. 03
✠	58	INGEBORG, <i>Olsson.</i> (4.00)	12	3/3, G	1.1.	Glt	127 114 120	Sds	00 O.05	Sodra Garns <i>J.A.Svensson</i>	P-C;ch.frg;(sal); sfb;rp 01;car.3.05.	26.60 87-4	6.38 20-11	2.95 9-10	.....	Gothem- bourg	J.Albrecht- son	Got. 3.05
•	59	INGEBORG (ex-Fawn), <i>Otter- berg.</i> (3.00)	12-2	—	—	Slp	68	Sds	82 O.00	Grimsby	C-Or-PP;ch.frg; sfb;rp-car.SS.3.00.	22.85 70-0	5.79 19-0	2.14 7-0	.....	Gulholmen	J. Olsson	Hlsb 00
✠	60	INGERSOLL, <i>Martinson.</i> 87-04 (10.04)	11	3/3, G	1.1.	G3m	239 197	Rss	01	Gudmans- bach <i>Hohnstien</i>	P-C;ch.fr;(sal); sfb;p.P.	34.50 113-6	7.57 24-16	3.80 12-6	.....	Riga	D. C. Martin- son	Kngb. 6.07

N. B.— Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN METERS	FRESH WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY																											
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TIME	CHARACTER																																									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																																													
	DATE OF TERM																																													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																												
✠	61	INGOLF, Numann. (5.02) 96-02	16	3/3, G	1.1	G 3m	230 198 221	Dan	02	Marstal N. J. Jensen	C-Ht;ch.frg;(sal); sfb;rp.03;car.6.07.	36.20 118-10	8.00 26-3	3.50 11-6	.....	Marstal	H.M.Petersen	Sveb. 6.																												
✠	62	INGOMAR (ex-Don-Juan), Johannssen. (11.97) 74-99	16-7	—	—	Bq 2 P	1004 918 883	Nw	83 O.97	Brake J. Oltmans Wwe	C-Ht-PP.ch.m.frg. (sal);d.ft-m.11.00;SS. 97;rp.01.	55-77 183-0	10.61 34-10	6.55 21-6	.....	Christian- sand	Sven O. Stray	N-O.01 c.v.02																												
✠	63	INGRID, Malmqvist. (5.07)	9	3/3, G	1.1	3mG	300 291	Rss	07	Geta E. Söderström	P;ch.fr;(sal);sfb.	40.23 132-0	8.23 27-0	3.96 13-0	.....	Mariehamn	A. F. Jansson (à Geta)	Åbo 5.07																												
✠	64	INGRID, Möller, O. (3/3, P.1.1.) (6.02)	12	...	..	Glt	43 23	Sds	02	Söderköping	P-C;ch.frg;(sal); sfb.	16.37 53-9	5.36 17-7	1.93 6-4	.....	Donsö	Capt	Got. 02																												
✠	65	INGVAR (ex-Sigga). Marker. (3/3, G.1.1.) (5.00)	16	...	..	Glt	77 62 73	Dan	00	Fredrik-havn H. V. Buhl	C-Ht;ch.m.frg; (sal);d.ft-m.5.00.	22.29 73-2	6.47 21-3	3.01 9-10	.....	Copenha- gue	O.A. Olafsson	Lvp. 00																												
✠	66	INO, Weber, M. (2.06)	16-4	5/6, G	1.1	B-G	144 130 116	Dan	71 O.0	Nysted P. Sparre	C-Ht.ch.m.frg;sfb;p.P. 92;SS.98;rp-car.5.07	28.57 95-9	6.53 21 5	3.47 11-4	.....	Marstal	Capt	Htg 5.07																												
✠	67	INO, Pyk. (12.85)	13-4	—	—	Bq 1 P-B	344 302 299	Sds	64 O.50	Hamburg M. G. Amsinck	C-Ht.ch.m.frg;d.ft-m. 9.86;SS.77;rp.82;(sal).	39.47 129-6	8.03 26-4	4.14 13-7	.....	Malmö	G. Sjöberg	Mlm.89																												
✠	68	INSULANEREN, Nielsen. 92-05 (3.05)	16	3/3, G	1.1	3mG	240 216 230	Dan	05	Svendborg A. Jensen	C-Ht;ch.m.frg; (sal);sfb;p.P.	35.60 116-10	8.54 28-0	3.61 11-10	.....	Svendborg	R. S. Hansen	Svab. 3.05																												
✠	69	INTREPIDE, Sonnekinds. (2.06)	13-3	3/3, G	1.1	Glt	121 95	Frç	85 O.05	Dunkerque E. Derycke	C-Or.ch.m.frg;sfb; grp.89;rp.SS.99;p.n. 05;car.11.05.	26.93 88-4	6.57 21-7	3.41 11-2	.....	Gravelines	Imbert	Dk. 2.06																												
✠	70	INVERURIE, Staerke, H. R. 00-05 (4.97)	16	3/3, P	1.1	Glt	61 51 59	Dan	97 O.05	Marstal N. J. Jensen	C-Ht;ch.frg;sfb; (sal);car.8.05	21.89 71-10	5.99 17-8	2-26 7-5	.....	Marstal (Ommel)	Capt	Kngh. 9.07																												
✠	71	INVINCIBLE, Chipperfield. (10.91)	14-7	—	—	3 m 2 P	1460 1265	Amr	73 O.92	Bath (M <sup>r</sup> ) W. V. Moses & Sons	C-PP.ch.m.fr.1 p.P; 1 p.Sp;d.ft-m.4.92; (sal);rp.SS.92.	61.67 202-5	12.30 40-4	7.31 24-0	.....	San Fran- cisco	Renton, Holmes & Co	S-F. 96 c.v. 96																												
.	72	IOANNIS, voir aussi JOANNIS	JOHA	NNIS.																																										
.	73	IOANNIS (ex-Alice), Ghiolis. (12.03)	14-3	—	—	Bq 1 P-B	561	Gre	75 O.03	Sestri-Po- nente	C-PP;ch.m.frg;d.ft. m.12.00;rp.03.	43.00 141-1	9.40 24-3	6.50 21-4	.....	Syra	Xenios Eustratios	Mrs. 8.06 c.v.8.06																												
.	74	IOANNIS (ex-Superbo), Diomatari. (3.03)	13-3	5/6, A	1.1	Bq 1 P-B	464 415	Tre	65 O.03	Fiume	C-P;ch.m.frg;d.ft-m. 2.03.	40.72 133-8	8.57 28-1	5.66 18-7	.....	Chios	Teodoro Diomatari	Aix. 5.05																												
.	75	IOANNIS, Tsatsaronis. 80-05 (2.05)	12-2	—	—	Glt	65 60	Tre	88 O.05	Syra	C-P-Ml;ch.m.frg; sfb;car.2.05.	21.10 69-3	5.80 19-0	3.32 10-11	.....	Chio	Chr. Coufo- pandeli	Pat. 2.05																												

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules. 11



Surveillance spée.	NAVIRES & CAPITAINES					CLASSIFICATION		TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION CONSTRUCTEURS	MATÉRIAUX DOUPLAGE REPARATIONS	LONGUEUR EN METRES EN PIEDS ET POUCES	LARGEUR EN METRES EN PIEDS ET POUCES	CREUX DE CALE EN METRES EN PIEDS ET POUCES	FRANC BOID EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE					GÉNÈREMENT NATURE DE PONTS	COTE												
	DATES DU BREVET DU CAPITAIN ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	76	IONE, Junghaus. (7.03)	11	3/3, L. 1.1.	Bq 1 P-B	538 499 520	Ang	70 V.03	Sunderland Cliff, Mounsey & Co	F;D.13m;R.X.7m32; p.T.95;grp.95;rp-car. 7.03.	50.30 165-0	8.58 28-1	5.60 18-4	.....	Port-Louis (Maurice)	Lewis Rogers	Sgr. 3.0		
.	77	IPHIGENIA (ex-Themistocles). ..... (6.01)	12-2	—	—	B-G 1 P-B	135	Tre	80 O.01	Syra	P-C;ch.m-frg;d.m. 11.00.	24.40 80-1	7.00 23-0	4.35 14-3	.....	Chio	C. D. Pateras	Smn.01	
.	78	IPIROS, Nantias, N. (11.98)	11-3	—	—	B-G 1 P-B	107	Tre	79 O.98	Syra	Mlz-P;ch.m-frg;sfb re.90;rp-car.11.98.	22.0 72-2	6.4 21-0	3.30 10-10	.....	Chios	Capt	Cnst 98	
✠	79	IRENE, Grewe, J. (12.99)	12-4	—	—	Glo dv	35 29 32	Alm	73 O.00	Rendsburg H. Frahm	C-Ht;ch.fr;sfb;rp- car.SS.6.00.	16.60 54-5	4.30 14-0	1.64 5-5	.....	Rendsburg	Capt	Flsb.00	
✠	80	IRENE (ex-Marie), Andersen. (6.02)	16-6	3/3, G. 1.1.	G3m	218 184 190	Dan	86 O.03	Svendborg J. R. Andersen	C-Ht;ch.m-frg;(sal) sfb;rp-car.SS.3.03.	33.80 110-11	7.00 23-0	3.48 11-5	.....	Marstal	Chr. H. Ras- mussen	6ct. 5.05 c.v. 5.05		
✠	81	IRENE, Lopez. (11.04)	14-4	5/6, A. 1.1.	Bq 1 P-B	460 437	Esp	74 O.04	Fiume Schiavoni frères	C-Ml-Ht;ch.m-frg;p. Ml;d.ft-m.11.04;grp.04; rp.07.	40.07 131-6	8 06 26-5	5.78 19-0	.....	Bilbao	Goroccica & Zabala	Mrs 2 07 c.v. 2.07		
.	82	IRENE, Norberg. (6.05)	11	3/3, L. 1.1. A. & C.P.	Bq 2 P	1111 1039 1008	Nrw	91 III 05	Lübeck Henry Koch	A;2comp;R.X.10m51; p.S.grp.92;rp-car.6.05	66.58 203-0	11.26 34-4	6.53 19-11	.....	Porsgrund	H. Jeremias- sen	Wes. 6.05		
.	83	IRINI (ex-Sant-Antonio-di-Pa- dova), Galakis. (12.04)	14-3	3/3, G. 1.1.	Bq 1 P-B	596 531 492	Gre	78 O.05	Fiume	C-Ht;ch.m-frg;d. ft-m-2.00;grp.SS.05.	47.40 155-6	9.50 31-6	5.60 18 4	.....	Pirée	Panayotis Canellas	Cnst. 3.05 c.v. 3.05		
.	84	IRINI (ex-Camille), Vluchos. (9.94)	13-3	—	—	Bq	321 317	Gre	59 O.92	Cherbourg	C;ch.ev-frg;SS.92; d.z.9.94.	42.00 137-10	8.51 27-11	5.43 17-10	.....	Syra	Marco Vla- chos (à Cassos)	Cnst 94	
.	85	IRINI (ex-Papanti), Melis N. (7.00)	3-4	—	—	Glt 1 P-B	82	Gre	88 O.00	Syra	M-P;ch.m-frg;sfb; rp-car.SS.7.00.	20.10 65-11	6.60 22-8	3.27 10-9	.....	Spalmado- res	Capt	Cnst 00	
✠	86	IRIS, Hansen. 81 - 00	16	3/3, G. 1.1.	G3m	176 150 167	Dan	60 J. Ph. Jørgensen	Thurø	C-Ht;ch.frg;(sal); sfb;car.3.06.	30.39 99-9	7.53 24-8	3.43 11-3	.....	Svendborg	J. Ph. Jørgensen (Thurø)	Svdb 3.06		
✠	87	IRIS, Karlsson. (7.99)	11-4	—	—	Bq 1 P-B	753	Rss	76 O.99	Brahestad N. P. Møller	P-S;ch.m-frp;P;(sal); SS.90;d.ft-m.7.99.	52.76 173-1	9.37 30-9	5.97 19-7	.....	Mariehamn	Rob. Mattsson	Åbo 99	
✠	88	IRIS & AGNÈS (ex-Caroline & Trine), Möller, N. (6.03)	13-4	—	—	G3m	150 142 114	Sds	64 O.03	Troense C. R. Møller	C;ch.m;sfb;p.P.84; grp-car.SS.6.03;rp.04	31.27 102-7	6.40 21-0	3.05 10-0	.....	Wallåkra	Capt	Hlsb 04 c.v. 04	
.	89	IRMAOS-AMIGOS (ex-Joseph- G.-Dean), Mercès. (5.07)	13-4	5/6, A. 1.1.	3mG	203 193	Ptg	82 O.06	Kennebunk (Me)	C-P-PP;ch.m.frg; grp.06;d.ft.m.06.	34.03 111-8	8.35 27-5	2.66 8-9	.....	St-Vincent (Cap Vert)	J. Santos Silva	Lisb. 5.07 c.v. 5.07		
✠	90	IRMGARD, Schmidt. (5.04)	14-6	3/3, G. 1.1.	BqG	671 615	Amr	89 O.96	Port Blakely Hall Bros	P;ch.m-frg (sal); sfb;car.7.04;SS.04.	53.83 176-7	11.52 37-10	4.40 14-5	.....	San-Fran- cisco	Williams, Di- mond & Co	Hni. 5.07 c.v. 5.07		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION		MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREEBOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			GROSS	Register			BUILDERS	SHEATHING		REPAIRS								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																						
	DATE OF TERM																						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19					
	91	IRMGART, Becker. (8.06)	9-4	3/3, P	1.1.	Glt	123 99	Rss	01 O.07	Sakkenhausen	P-C;ch.fr;sf;car. 11.04.	22.25 73-0	7.23 23-8	3.10 10-2	.....	Libau	Berne & Co	L'b. 4.07					
✱	92	ISAAC-REED, Holmquist. (11.98)	13-5	—	—	3 m 2 P	1542 1489	Amr	75 O.99	Waldoboro A.R. Reed & Co	C-PP.ch.m-fr;gp.PP; (sal);SS.90;car.3.97;rp. 97;d.ft-m.8.99.	64.62 212-0	12.20 40-0	7.36 24-2	.....	San Francisco	J. Jensen	N-Y.99 c.v.99					
	93	ISABEL (ex-Carmencita), Bonet. (4.94)	12-3	—	—	B-G 1 P-B	258 215	Esp	66 O.94	Viavelez J. Rom	C-Ml;ch.m.grp.75; d.m.12.93;rp.93;SS.94.	33.20 109-0	7.60 25-0	4.11 13-6	.....	Palma	M. Bonet Coll	Br. 94 c.v.94					
	94	ISABEL, Maland. (1.06)	11-4	5/6, A	1.1.	Bq 1 P-B	1237 1178 1108	Nrw	80 O.06	Maitland (N-S)	B-Sp.Hk;ch.m-fr;grp. 87;d.ft-m.7.06;SS.97;rp. 03.	61.80 202-10	11.93 39-2	6.81 22-4	.....	Haugesund	O. Johnsen & Co	Stvg. 7.06					
	95	ISABELLA, ..... (6.06)	14-4	5/6, G	1.1.	Glt	61 46	Ang	64 O.06	Galmlton Gibbs	C-Or-PP;ch.m-fr;g; sf;rp-car.5.06.	23.10 75-9	5.70 18-8	2.62 8-7	.....	Fowey	E. Stephens	Flm. 5.06					
	96	ISIDRA, Segui. (5.01)	12-4	—	—	Ple	194 104	Esp	59 O.01	Arenys	C-Ml.ch.m-ev; 1/2 p.n. 81;grp.81;rp.SS.01;d.ft- m.5.01.	26.92 88-4	8.26 27-1	3.90 13-0	.....	Palma (Mayorque)	F. Ballester	Br. 03					
	97	ISLAND (ex-Guiona), Björnstad. (3.05)	10-3	5/6,*	2.1.	Bq 1 P-B	665 625 595	Nrw	64 O.05	New-Brunswick	Sp-B-C-P;ch.m-fr;sf; eff.pr.01;car.4.01;rp. 02.	47.62 156-7	9.36 32-8	5.79 19-3	.....	Christiania	Carl Björnstad	Chrt. 2.05 c.v.2.05					
	98	ISLAND, Gjerde. (3.01)	9-3	—	—	Glt	113 98 105	Nrw	74 O.01	Bergen	PP-P;ch.fr;sf;SS. 01;rp-car.4.03.	23.47 77-0	6.40 21-0	3.19 10-6	.....	Stavanger	K. Gjörde	Stvg 03					
✱	99	ISLANDAISE, Merlen. (3.94)	16	3/3, G	1.1.	Glt	142 120	Fry	94 O.00	Dunkerque L. Cornemuse	C-Or;ch.ev-fr;g;sf; (sal);p.S;rp.07.	31.01 101-9	6.95 22-10	3.50 11-6	.....	Dunkerque	F.&L. Cortier frères	Br. 3.07 c.v.3.07					
	100	ISOLINA, Rossi. (1.04)	13-4	5/6, G	1.1.	Glt	62	Itl	64 re.93 O.04	Limite Picchiotti	C-P.ch.fr;gp.P.93;re. SS.93;sf;rp;car.11.06	20.75 63 1	5.70 18 8	2.75 9 0	.....	Livourne	G. Martinelli	Lvn. 11.06					
	101	ISSODIAS, Caras. (8.05)	12-4	3/3, G	1.1.	3mG 1 P-B	282	Gre	90 O.05	Syra	C-P;ch.m-fr;g;sf; SS.01;rp-car.8.05.	38.00 124-8	8.00 26-3	5.40 17-9	.....	Santorin	Giov. M. Caras	Const. 8.05					
✱	102	IVAR, Persson. (4.90)	12-8	—	—	Glt	107 88 93	Sds	80 O.90	Carlshamn D.R. Andersson	C-S.ch.fr;g;sf;(sal);p.S; rp.87;SS.90;car.8.93.	24.68 81-0	6.38 20-10	2.60 8 6	.....	Brantevik	T. Tufveson	Hlsb 93					
✱	103	IVAR-HVITFELD, Henriksen 03-07 (3.07)	16	3/3, G A.&C.P	1.1.	3mG	175 150 168	Dan	07	Thnrø N. P. Petersen	C-Ht;ch.fr;g;sf; (sal).	32.93 108-0	7.72 25-4	3.33 10-11	.....	Svendborg	A. P. Henriksen	Svdb. 3.07					
	104	IVI, Ponticos. (6.01)	12-3	—	—	Bk 1 P-B	268	Gre	86 O.01	Syra	C-P-Ml;ch.m-fr; sf;car.9.03.	32.00 105-0	9.00 29-6	6.50 21-4	.....	Syra	G. S. Cotsoni	Pir. 03					
	105	IWAN-KIRIL-LINA, Scheiner. (10.92)	3-2	—	—	Glt	96 91	Rss	92	Melesil F. Par	P-C.ch.fr. à clin; G-E;sf.	21.18 69-5	7.01 23-0	2.90 9-6	.....	Pernau	M. Kvasting	Riga 92					

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONS	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	DOUBLAGE — REPARATIONS														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3										4	5							
✠	1	J.-A.-KROMANN, <i>Christensen</i> (4.01)	16	3/3, G	1.1.	G3m	185 158 179	Dan	01	Faxe <i>J. Koefoed</i>	C-Ht; ch.frg; sfb; (sal); car. 2.06.	32.80 107-8	8.04 26-4	3.26 10-8	.....	Marstal	J. C. Hansen	Svdb. 3.05		
✠	2	J.-B.-BERGGREN, <i>Lyster.</i> (9.90)	13	—	—	Glt	43 35 42	Dan	90 O.97	Halmstad <i>V. Frandsen</i>	C-P-Ht; ch.frg; sfb; (sal); p.P; car. 5.94.	19.0 62-4	5.0 16-5	1.73 5-8	.....	Allinge (Bornholm)	C. J. Nielsen	Osch 97		
✠	3	J.-D.-EVERETT, <i>Card.</i> (3.07)	13-4	3/3, A	1.1.	3 m 1 P-B	2077 1957 1865	Ang	89 O.03	Avondale (N-S) <i>Thos. A. Mosher</i>	Sp-PP-B Ht-C.ch.m- frg; (sal); grp. 03; d. ft- m. 3.07.	73.94 242-6	13.76 45-2	7.37 24-2	.....	Windsor (N-S)	H. H. Greeno	N-Y. 3.07		
✠	4	J.-D.-PETERS, <i>Townsend.</i> (12.90)	13-6	—	—	Bq 2 P	1085 1030	Amr	75 O.91	Bath (Me) <i>Goss &amp; Sawyer</i>	C-PP; ch.m-frg; 1 p.PP; 1 p.Sp;d. ft-m. 7.89; (sal).	55.55 182-2	11.03 36-1	6.40 21-0	.....	San-Fran- cisco	Pacific Packing Co	N-Y. 92 c.v. 92		
✠	5	J.-E.-GRAHAM, <i>Sanford.</i> (12.03)	12-3	—	—	Bq 1 P-B	1436 1336 1287	Ang	81 O.00	Avondale (N-S) <i>J. A. Harvie</i>	C-B-Sp; ch.m-frg; (sal); SS.00; rp. 03; d. ft-m. 12.03.	62.80 206-0	12.35 40-6	7.29 23-11	==	Windsor (N-S)	J. F. Whitney & Co	N-Y. 03		
.	6	J.-L.-C. (ex-Velenar), <i>Bour- geois.</i> (1.06)	9-2	5/6, P	1.1.	Glt	88 71	Frç	88 O.01	Mahone Bay (N-S)	Mr-Sp-Ht-P; ch.m-frg; (sal); sfb; rp-car. 11.05.	25.25 82-10	7.04 23-2	3.08 10-1	.....	St-Pierre- Miquelon	La Morue Française	St-P. 11.05		
.	7	J.-L.-M., <i>Lemarchand, J.</i> (5.92)	10	—	—	Slp	20 18	Frç	92	Minihic <i>Lemarchand.</i>	C-Or; ch.frg; sfb; f/d- plt; S.A; p.S.	12.16 39-10	4.40 14-5	1.97 6-5	.....	St-Malo	Capt (à Minihic)	St-M 92		
.	8	J.-LLUSA-PUIG (ex-Maria- Orero), <i>Gibert.</i> (1.07)	11-3	5/6, A	1.1.	B-G 1 P-B	352 334	Esp	77 O.07	Palma <i>F. Maten</i>	C-PP-Or; ch.m-frg; grp. SS.00; d. ft-m. 7.05; rp. 01.	38.55 126-6	10.80 35-5	4.90 16-1	.....	Barcelone	J. Llusa Puig	Brc. 1.07		
✠	9	J.-LOTZ, <i>Hansen.</i> (4.05) 96 - 05	16	3/3, G	1.1.	3mG	186 178 175	Dan	05	Thurø <i>Chr. Bom</i>	C-Ht; ch.frg; (sal); sfb; p.PP.	31.61 103-8	7.66 25-2	3.52 11-7	.....	Svendborg	Chr. Bom (à Thurø)	Wes. 3.07 c.v. 3.07		
✠	10	J.-M.-NIELSEN, <i>Fricksen.</i> 00-05 (12.04)	16-6	5/6, G	1.1.	B-G	151 126 149	Dan	78 O.05	Svendborg <i>J. R. Andersen</i>	C-Ht; ch.m frg; sfb; (sal); p.P.01; car. 3.03; p.SS.05	29.40 96-6	6.50 21-4	3.11 10-4	.....	Svendborg	J. M. Hansen (à Thuro)	Svdb. 2.07 c.v. 2.05		
.	11	J.-R. (ex-Maria-Dolores), <i>Fer- rès, P.</i> (9.02)	12-1	—	—	Bq 1 P-B	864 355	Esp	64 O.99	Sunderland	C-PP-T-Or; ch.m; d.ev. 11.99; grp SS.99	36.36 119-4	8.33 27.4	5.18 17-0	.....	Barcelone	Capt	Brc. 02		
✠	12	J.-S.-D., <i>Halais.</i> (11.95)	13	3/3, P	1.1.	Slp	44 22	Frç	95 O.03	Binic <i>L. Minier</i>	C-Or; ch.frg; sfb; S. A; p.S; car. 7.03.	17.83 58-6	5.36 17-7	2.43 8-0	.....	Noirmou- tiers	Gautier	Ni. 10.06		
.	13	J.-SOARES-COSTA (ex-Persis- tencia), <i>Santos Lé.</i> (9.03)	10-4	—	—	3mG 1 P-B	315	Ptg	82 re.03	Prince-Ed- ward Isl.	SP-B-Ht-P-P; ch.m- frg; d. ft-m. 9.03.	37.50 123-0	7.77 25-6	4.75 15-7	.....	Oporto	J. Soares Costa	Lisb. 03		
✠	14	J.-W.-CLISE, <i>Haley.</i> (6.04)	14	3/3, G	1.1.	G4m	846 715 699	Amr	04	Bellard (Wash) <i>Globe Construc- tion Co</i>	P; ch.frg; (sal) sfb.	56.53 185-6	12.49 41-0	4.27 14-0	.....	Seattle (Wash.)	Globe Naviga- tion Co	P-T. 04		
✠	15	J.-W.-WIENDT, <i>von Harten.</i> (7.02)	1	—	—	3 m 2 P	1806 1723 1647	Alm	90 V.02	Vegesack <i>Joh. Lange</i>	A; 2 comp. D. 1500; R. A 12m20; G. 7m; 1 p. P; 1 p. S; rp-car. 6.04.	74.40 244-1	12.01 39-5	7.01 23-0	.....	Bremen	Schilling & Brümig	Hbg 04		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FRESH WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	16	JABEZ-HOWES, <i>Clapp</i> . (12.96)	13-3	—	—	3 m 2 P-B	1648 1521	Amr	77 O.97	Newburyport <i>J. Currier Jr</i>	C-PP;ch.m-fr;(sal); grp.80;SS.91;car.3.97; d.ft-m.5.99.	63.65 218-10	12.23 40-1	7.92 26-0	.....	San-Fran- cisco	W.B. Maghee & Co	N.Y. 99 c.v. 99	
.	17	JACINTH, <i>Lewis</i> . 85-06 (3.02)	14-6	5/6, G	1.1.	Glt	115 114 100	Ang	77 O.02	Kingston <i>E. Duncan</i>	C-PP;ch.m-frg;(sal); sfb;p.n.02;rp-car.SS. 3.02.	26.28 86-3	6.58 21-7	3.18 10-5	20	Plymouth	W <sup>m</sup> Burgoyne	Plm. 12.86	
.	18	JACOB, <i>Osolin</i> . 88-06 (5.07)	10-4	5/6, G	1.1.	G3m	304 272	Rss	91 O.07	Neu-Salis	P-C;ch.frg;(sal); sfb;rp.SS.07;car.9.07.	36.58 120 0	7.93 26-0	4.04 13-3	.....	Riga	J. Osolin & Co	Riga 9.07	
✠	19	JACOB, <i>Bengtsson</i> . (7.94)	13	—	—	Glt	99 88	Sds	94 O.01	Sölversborg <i>C. Johansson</i>	C-P.ch.frg;sfb; (sal);rp.01;car.2.05.	26.60 87 4	6.80 22-4	2.16 7-1	.....	Råå	Jacobsson	Hlsb. 2.85	
✠	20	JACOB (ex-Jens-Benzon), <i>Öberg, J.</i> (3.07)	14-3	5/6, G	1.1.	Glt	98 73	Sds	67 O.07	Odense	C-P;sfb;grp.SS.03; rp-car.3.07.	24.10 79 1	6.00 19-8	2.93 9-8	.....	Styrsö	Capt	Got. 3.07	
.	21	JACOB-A.-STAMLER, <i>Storm</i> . (8.93)	13-5	—	—	Bq 2 P	1001 955	Amr	56 re.90 O.91	Brooklyn <i>Thos. Stack</i>	C-PP.ch.m-fr.1 p.P.70; d.ft-m.8.00;1p.n.90;SS. 90.	53.30 175-0	11.88 39-0	7.11 23-4	.....	New-York	Arbuckie Bros	N-Y. 94 c.v. 94	
.	22	JACOB-MARIA, <i>Kehse</i> . (8.04) 93-05	3-4	5/6, G	1.1.	G3m	822 297	Rss	91 O.05	Kaleten	P-C.ch.fr.sfb;SS. 05;rp.01;car.6.05.	37.0 121-5	8.15 26-9	4.00 13-2	.....	Riga	Gebrüder Stahl & Bertling (& Nogalen)	Riga 6.05	
✠	23	JACOB-RAUERS (ex-James- Ives), <i>Kihlman</i> . (7.05) 01-03	11-4	5/6, L	1.1.	Bq 1 P-B	552 485 468	Sds	69 O.05	River-John (N-S)	Sp B-Hk PP.ch.m-fr; sal;p.n.76-81;d.ft-m. 7.0;grp.SS.03;p.03; sff.pr.03.	43 90 114-0	8.77 28 9	5.21 17-1	.....	Gothem- bourg	John E. Ohls- son	Got. 7.05	
.	24	JACOBINA-FENNEGINA, <i>Tik- ker</i> . (7.99)	12-2	—	—	1 k dv	61 58 54	P.B	71 O.99	Nappemeer <i>J. K. Nyhuis</i>	PP-C.sfb;G-B;(sal);p. PP.04;SS.94;rp-car.7.3.9	21.6 71-0	4.9 16-1	2.15 7-1	.....	Groningen	Capt	Am. 99	
✠	25	JACOBSEN, <i>Sevin</i> . (4.06) P.C. 6-85 (6.07)	I	3/3, L	1.1	Bq 1 P-B	2155 1919	Frç	01 V.06	Nantes <i>Chantiers de la Loire</i>	A: 2 comp; D. 17m; R. 12m36x12m70; G. 11m 80 rp.05;car.6.07.	84.31 270 8	12.29 40-1	6.87 12-6	56½ 59½	Dunkerque	Société des Voi- liers Dunker- quois	Hbg 6.07	
✠	26	JACQUES, <i>Michel</i> . (1.06) P.C. 6-85 (7.06) 93-01	I	3/3, L	1.1.	Bq 1 P-B	1877 1623	Frç	97 V.06	Le Havre For- ges et Chantiers de la Méditerranée	A: 2 comp; D. 17m20; R. A. 5m50; R. A. 12m80; G. 11m50; car. 7.06; rp. 05.	81.71 268-1	11.71 38-9	6.87 22-6	57 60	Le Havre	G. Ehrenberg (Paris)	Lvp. 7.06	
✠	27	JACQUES, <i>Anacron</i> . (2.05)	13-4	5/6, A	1.1.	Bk	185 150	Frç	76 O.05	Granville <i>Lecarpentier</i>	C-Or-Ht.ch.m-frg; (sal);p.n.99;d.ft-m.11.02.	31.20 102-7	6.80 22-4	3.50 11-6	.....	Granville	Riotteau & fils	G.v 1.07 c.v. 1.07	
✠	28	JACQUES, <i>Le Cozic</i> . (6.06) 03-05	15-3	3/3, G	1.1.	Dy	101 84	Frç	88 O.06	Nantes <i>E. Clergeau</i>	C;ch.frg;sfb;car. 9.06;rp.03	23.30 76-5	6.70 22-0	3.02 9-11	.....	Lannion	H. Morvan	Pmp. 9.06	
✠	29	JACQUES-CARTIER, <i>Espanet</i> . (6.07)	15	3/3, G	1.1.	Dy	110 83	Frç	07	Dunkerque <i>Deryksen</i>	C-Or;ch.frg;sfb; souff.pr.07;p.S.	25.12 82-5	7.08 23-3	3.37 11-1	.....	Dunkerque	Expédition Aie- tique Française	Ok. 6.07	
.	30	JACQUES-CŒUR, . . . . . (4.01)	14	3/3, A	1.1.	3m G 1 P-B	488 302	Frç	01	Fécamp	C-Or;ch.m-frg;d. ft-m.4.01.	44.25 140-2	9.56 31-5	4.39 14-5	.....	Fécamp	Pierre Le Borgne	Fcp 04	

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Surveillance spée.	NAVIRES & CAPITAINES		CLASSIFICATION			GRÈLEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION		MATÉRIAUX		LONGUEUR EN METRES EN PIEDS ET POUCHES	LARGEUR EN METRES EN PIEDS ET POUCHES	CRUEX DE CALE EN PIEDS ET POUCHES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIERRE		DIVISION & PERME	COTE			Brut Net Sous pont				CONSTRUCTEURS	DOULAGE REPARATIONS										
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																					
	DATE DU TERME																					
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19					
✠	31	JACQUES-MATHIEU, <i>Lissil- lour.</i> (8.06)	13-3	5/6, G	1.1.	Glt	92 72	Frç	73 O.06	Grandcamp <i>André frères</i>	C-Or.ch.frg.sfb; grp. 89; p.n.89;rp-car. 9.06; SS.1.02.	22.3 73-0	5.8 19-0	2.98 9-10	.....	Lannion	Capt	Dist. 9.0				
✠	32	JADVIGA, <i>Kraukle.</i> (6.98)	12	3/3, A	1.1.	G3m	815 299 278	Rss	98 O.03	Salismünde <i>M. Sepp</i>	P-C;ch.frg;(sal); d.ft.z.10.03;rp.03.	34.31 112-7	8.00 26-3	3.91 12-10	.....	Riga	J. Kraukle	Av. 12.03 c.v.12.06				
.	33	JAHN (ex-Janis), <i>Pakalnin.</i> 96-99 (6.02)	3-3	—	—	Glt	151 143	Rss	94 O.02	Margrafen <i>Arkle</i>	P-C;ch.fr;sfb;(sal); rp.04;car.SS.6.02.	25.56 83-10	6.71 22-0	3.53 11-7	.....	Libau	A. W. Grün- berg	W.H.04 c.v.04				
.	34	JAHN, <i>Peert.</i> (5.88)	8	—	—	Glt	82	Rss	88	Haynasch	P-C.ch.fr;sfb; G-E p.P;	15.0 49-3	5.0 16-5	2.25 7-5	.....	Haynasch	J. Mikkelssohn	Riga 89				
.	35	JALO, ..... (8.92)	3-3	—	—	Glt	81 77	Rss	90	Neuvottoma <i>S. Rasu</i>	P.ch.fr;sfb;p.P.	23.01 75-6	6.20 20-6	2.39 7-10	.....	Bjorkö	J. Tuuli	Ptb. 98				
.	36	JALO, <i>Sundell.</i> (9.94)	3-3	—	—	Glt	80 77	Rss	92	Neuvottoma <i>S. Rasu</i>	P.ch.fr.sfb;p.P.	21.84 71-8	6.10 20-0	2.32 7-8	.....	Finby	K. Forström	Riga 94				
✠	37	JAMES-DRUMMOND, <i>Mason.</i> (4.96)	13-6	—	—	3 m 2 P	1557 1415	Amr	81 O.96	Phipsburg (Me) <i>C. V. Minot</i>	C-PP.ch.m-frg;(sal); SS.96;d.ft-m.6.98;rp.98.	65.80 216-0	12.20 40-0	7.37 24-2	.....	San-Fran- cisco	Californian Shipping Co	Syd. 00				
✠	38	JAMES-H.-BRUCE, <i>Petersen.</i> (10.98) (3/3, G.1.1.)	14	...	...	G4m	598 476	Amr	98	Eureka <i>H. D. Bendixen</i>	P;ch.m-fr;(sal);sfb.	50.65 166-2	11.27 37-0	3.80 12-6	.....	San-Fran- cisco	Capt. Bruce	S-F. 00 c.v.00				
✠	39	JAMES-JOHNSON, <i>Bennecke.</i> (5.01) (3/3, G. 1.1.)	14	...	...	4 m	1149 993	Amr	01	Seattle	P;ch.m-frg;(sal); sfb.	65.23 214-0	12.56 41-3	5.03 16-6	.....	San-Fran- cisco	Charles Nel- son & Co	S-F. 01				
✠	40	JAMES-NESMITH, <i>Morrison.</i> (11.97)	13-4	—	—	Bq 2 P-B	1736 1633	Amr	77 O.97	Bath <i>A. Hathorn</i>	C-PP.ch.m-frg; 1 p. PP; 1 p. Sp;rp.SS.92;(sal); d.ft-m.11.97.	69.53 228-1	12.20 40-0	8.03 26-4	.....	San-Fran- cisco	W. E. Mighell & Co	N-Y.97				
.	41	JAMES-&-ROBERT, <i>Tréhorret.</i> (11.01)	13-4	—	—	Dy	67 48	Frç	77 O.01	Yarmouth	C;ch.ev-frg;(sal);sfb; à clin;rp-car 11.01.	25.06 82-3	5.94 19-6	2.51 8-3	.....	Brest	Capt	Chb. 2.05				
✠	42	JAMES-ROLPH, <i>Detrick.</i> (7.99) (3/3, G. 1.1.)	14	...	...	G4m	586 517	Amr	99	Eureka <i>H. D. Bendixen</i>	P-C;ch.m-frg;(sal); sfb.	51.54 169-1	11.50 37-9	3.86 12-8	.....	San-Fran- cisco	Hind & Rolph	S-F. 99				
✠	43	JAMES-TUFT, <i>Friedberg.</i> 01-01 (4.01)	14	3/3, G	1.1.	4 m Bq	1274 1043	Amr	01	Port-Blakeley	P;ch.m-frg;(sal); sfb.	65.65 215-5	12.56 41-3	5.33 17-6	.....	San-Fran- cisco	Geo S. Bil- lings & Co	Tom. 8.05 c.v.8.05				
✠	44	JANE-GUILLOX, <i>Lecherin.</i> P. C. 6-85 (12.05) (6.04)	11	3/3, L	1.1.	Bq 1 P-B	2164 1932 1958	Frç	00 V.04	St-Nazaire <i>Chantiers de la Loire</i>	A;2comp;D.17m;R.R 6.35; R. N. 12m65; G. 11m80; 1 p.A;rp.05;car. 11.06.	85.08 279-2	12.25 40-2	6.93 22-9	58 61	Nantes	Claude & Norbert Guillon	S-F. 11.06				
✠	45	JANE-L.-STANFORD, <i>John- son.</i> (1.93)	12	—	—	B-G 4m	971 861 887	Amr	92	Eureka	P-C;ch.m-frg;(sal); sfb;p.P.	69.14 215-5	12.49 41-0	4.88 16-0	.....	San-Fran- cisco	J. J. Smith	Nwc.98				

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION  BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND	
	DATE OF TERM																				
	1	2	3																	4	5
•	46	JANIE, <i>Good.</i> — 84	(3.03)	13-4	—	—	Glt	184 105 134	Ang	76 O.03	Malpas <i>Scoble</i>	C-PP;ch.m-frg; (sal);sfb;SS.03;rp-car. 9.05.	28.27 92-9	7.00 22-7	3.50 11-6	.....	Truro	Wm J. Good.	Fin. 9.05		
•	47	JANIE, <i>Williams.</i>	(3.07)	13-5	5/6, G	1.1.	Glt	95 80	Ang	70 O.07	Padstow <i>J. Stribley</i>	C-Or-PP;ch.frg;sfb; (sal);grp-car.SS.3.07.	23.96 78-7	6.78 22-3	3.12 10-3	.....	Padstow	J. & S. Slade (Polruan)	Fin. 3.07		
•	48	JANNA (ex-Appenine), <i>Mår- tensen.</i> (2.97)		12-6	—	—	Ctt	82 77 65	Sds	78 O.97	Dartmouth	C-PP-Gr-P-Or;ch.fr.; sfb;grp-car.SS.1.97.	22.79 74-9	5.66 18-7	3.23 10-7	.....	Edshults- hall	P. O. Persson	Chrt 97		
✦	49	JANOW, <i>Ehrmann.</i> 93-98	(5.06)	12-6	3/3, G	1.1.	G3m	207 167	Rss	98 O.06	Haynasch <i>M. Sepp</i>	P-C;ch.frg;(sal); sfb;grp-car.4.06;rp.06.	30.25 99-3	7.16 23-6	3.48 11-5	.....	Pernau	Gebr. Mikel- son	Ld. 12.06		
•	50	JANTINA, <i>Bockhoff, W.</i> (6.90)		11-4	—	—	Tkdv Bsc	22	Alm	80 O.90	Ihlowerfehn <i>J. Aden</i>	C-Ht.sfb;G-E.p. S;car.6.90	15.6 51-2	4.0 13-1	1.50 5-0	.....	Rhauder- fehn	Capt	Hbg 92		
✦	51	JANTINA-AGATHA, <i>Dijkstra.</i> 00-04 (8.07)		I	3/3, A	1.1	Glt	156 124 128	P-B	03 V.07	Haren <i>J. Th. Wilmsink</i>	A: 2 comp; 1 D. 9m83; RA. 8m38; rp.05;car. 8.07.	30.97 101-8	6.73 22-1	2.58 8-6	13 10	Groningen	J. J. Onnes	Eng. 8.07		
•	52	JANTJE, <i>Reentz, A.</i> (7.06)		12-3	5/6,*	G 2.1.	Glo	70 59	Alm	70 O.06	Papenburg	C-Ht.sfb;p.n.S5; rp-car.SS.7.06.	22.5 73-9	5.2 17-1	2.22 7-3	.....	West-Rha- derfehn	Capt	Wes. 8.06		
✦	53	JANTJE, <i>von Vahder, J.</i> (4.90)		14	—	—	Kff dv	37	Alm	90	Westkanal <i>Landweer</i>	C-Ht.ch.frg;sfb;fd. plt;p.S.	17.90 58-9	4.60 15-1	1.75 5-9	.....	Ost-Rha- derfehn	Capt	Leer 90		
•	54	JANTJE, <i>Bouman, S.</i> (5.05)		II	3/3, G	1.1.	Glo	161 134 142	P-B	97 V.05	Martenshoek <i>Niestern &amp; te Velde</i>	A-F; 2 comp;fd.plt. G-E;p.PP;rp-car.5.05.	32.44 106-5	6.66 21-10	2.60 8-6	.....	Groningen	Capt	Eng. 5.05		
✦	55	JANTJEDINA, <i>Poppelmeyer, Joh.</i> (3.96)		14	3/3, P	1.1.	Kff	59 47 58	Alm	96 O.03	Hammelwarden <i>J. F. Strenge &amp; Sohn</i>	C-Ht-PP;ch.frg; sfb;rp.03;car.7.07.	19.30 63-6	4.73 15-6	1.98 6-6	.....	West-Rha- derfehn	Capt	Wes. 7.07		
•	56	JANTJEDINA, <i>Mähring, H. J.</i> (3.94)		12-3	—	—	Kff dv	42 40	Alm	63 O.94	Rhauderfehn <i>H. Richbock</i>	C.ch.fr.sfb;p.S.S5; rp.SS.90.car.3.93.	18.0 59-0	4.2 13-9	1.75 5-10	.....	Rhauder- fehn	Capt	Leer 94		
✦	57	JAPAN, <i>Hansson.</i> (6.03)		12-3	—	—	B1 1 P-B	704 625	Sds	69 O.03	Gefle <i>O. A. Brodin</i>	P-C.ch.m.(sal);sfb; grp-car.SS.6.03.	47.39 155-6	10.10 33-2	5.74 18-10	.....	Malmö	N. P. Söder- berg	Mm. 5.05 c.v.5.05		
•	58	JASEP, <i>Schultner.</i> (9.07)		9-3	5/6, G	1.1.	G3m	340 284	Rss	93 O.07	Kalleten <i>J. Stahl</i>	P-C.ch.fr.sfb;(sal); rp-car.SS.9.07.	35.65 117-0	8.03 26-4	3.86 12-8	.....	Windau	J. & M. Stahl & E. Schultner (a Kalleten)	Wmd. 9.07		
✦	59	JASON, <i>Hansen.</i> 07-07	(5.07)	16	3/3, G	1.1.	GmG	189 159 177	Dan	07	Svendborg <i>J. Ring-Andersen</i>	C-Ht;ch.frg;(sal); sfb;p.P.	33.46 109-10	7.94 26-0	3.26 10-8	.....	Svendborg	R. S. Hansen (a Thurø)	Svdb. 5.07		
✦	60	JASON, <i>Jacobsen.</i> (10.99)		16-3	—	—	Glt	61 55 58	Dan	66 O.95	Kjüge <i>J. P. Johansen</i>	C-Ht.ch.frg;sfb;SS.88; p.n.S5;car.12.96;grp.SS. 95.	22.4 76-6	6.0 19-9	2.22 7-4	.....	Copenha- gue	Jörgen Bech & Sønner	Cph.99 c.v.99		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PORTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS ET POUCES	LARGEUR — EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE — EN MÈTRES EN PIEDS ET POUCES	FRANC BOUD — FAC SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISTE													
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																											
	DATES DU DREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																															
	DATE DU TERME																															
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19													
✠	61	JEAN. <i>Legal.</i> (7.06) P.C. 6-85 (7.06)		I	3/3, L	1.1.	Bq	2207 1944	Frç	02	St-Nazaire <i>Chantiers de la Loire</i>	A; 2 comp; D. 17m; R. 8m30&12m65; G. 11m80 rp.04; car. 7.06.	85.78 281-6	12.24 40-2	6.93 22-9	58 61	Le Havre	G. Ehrenberg (Paris)	Lo. 8.06													
.	62	JEAN (ex Margaret-Mather), <i>Roussel.</i> (2.06)		13-3	3/3, G	1.1.	Glt	97 65 85	Frç	86	Booth Bay (Me)	C-PP; ch.m-frg; (sal); sfb; car. 10.06; p. n.06.	26.71 88-1	7.39 24-0	2.46 8-4	.....	St-Pierre- Miquelon	La Morue Française	St-P. 10.06													
✠	63	JEAN, <i>Olivier.</i> (8.00)		13	3/3, P	1.1.	Kt	49 33	Frç	00	Paimpol <i>J. Pilvin</i>	C-Or-Ht; ch.frg; sfb; rp-car. 2.07.	17.60 57-9	5.64 18-6	2.49 8-5	.....	Lannion	H. Morvan	B-I. 2.07													
✠	64	JEAN-BAPTISTE, <i>Quemper.</i> P.C. 6-85 02-06 (10.06) 9.07		I	3/3, L	1.1.	Bq	1815 1669	Frç	97	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; car. 9.07; rp.07.	78.86 258-5	11.50 37-9	6.62 21-9	.....	Nantes	J. B. Etienne	Card. 9.07													
.	65	JEAN-BAPTISTE (ex-Governor- Buttler), <i>Girault.</i> (3.05)		14-3	3/3, G	1.1.	Glt	92 39	Frç	84	Essex (Mass)	C-PP; ch.m-fr. (sal) sfb; car. 12.04; rp.04.	26.20 86-0	6.81 22-4	2.81 9-3	.....	St-Pierre- Miquelon	J. B. Légasse	St-P. 4.07 c.v. 4.07													
✠	66	JEAN-BAPTISTE-LÉON, <i>Boudard.</i> (7.97) (3/3, P.1.1.)		15	...	..	Slp	22	Frç	97	St-Vaast- La Hougue <i>A. Bouillon</i>	C-Or-PP; ch-frg; sfb.	15.95 52-4	5.50 18 0	2.40 8-2	.....	Grandcamp	Ernest Saurel (à Paris)	Chb. 01 c.v. 01													
✠	67	JEAN-BART, <i>Guéno</i> (7.05) P.C. 6-85 99 06 (4.07)		I	3/3, L	1.1.	Bq	2224 1941 1939	Frç	01	St-Nazaire <i>Chantiers de la Loire</i>	A; 2 comp; D. 17m; R. 6m35 & 12m65; G. 11m80; rp.06; car. 4.07.	85.43 280-4	12.24 10-2	6.93 22-9	56 1/2 59 1/2	Dunkerque	Société des Voi- liers Dunker- quois	Hu. 4 07													
.	68	JEAN-BART, <i>Remond.</i> (4.05)		8-2	—	—	Kt	47 32	Frç	84	Boulogne	C-Or; ch-frg; sfb; SS.95; grp-car. 5.05.	17.80 58-5	6.20 20-4	2.65 8-9	.....	Lannion	Gilles Gonet (à Ile-Grande)	Chb. 10.07													
.	69	JEAN-MATRICE (ex-Henry-N.- Batchelder), <i>Nogues.</i> (5.02)		9-6	3/3, G	1.1.	Glt	99 77	Frç	89	Vogler's Cove (N-S)	Sp-P-Ht-Mr; ch.m- fr; (sal); sfb; rc. SS.02.	27.19 89-3	7.06 23-2	2.89 9-6	.....	St-Malo	La Morue Française	St-M. 3.07 c.v. 3.07													
.	70	JEAN-NICOLAS, <i>Niadas, N.</i> (6.89)		10-3	—	—	B-G	140	Rss	77	Caxos	C-P.ch.frg; sfb; grp- car. 7.87.				.....	Taganrok	Capt	Cnst. 89 c.v. 89													
✠	71	JEAN-PIERRE, <i>Lélu.</i> (1.01)		16	3/3, A	1.1.	3mG	449 299	Frç	01	St-Malo <i>Gautier fils</i>	C-Or; ch.m-frg; (sal); d.m. 1.01; rp.06.	43.99 144-4	8.98 29-6	4.41 14-6	.....	Fécamp	Fernand Ne- veu	Bx 11.06 c.v. 11.06													
✠	72	JEAN-&-YVONNE, <i>Mulard.</i> (2.95) (3/3, P.1.1.)		15	...	..	Slp	52	Frç	95	Dieppe <i>P. Corue</i>	Ht-C-Or-S; ch.frg; sfb; p. S.	17.50 57-5	5.70 18-9	2.70 8-11	.....	Tréport	V. Lameille	Dp. 95													
✠	73	JEANNE, <i>Loreau.</i> (8.93)		16	3/3, L	1.1.	Bq	493 452	Frç	93	Nantes <i>P. Sevestre</i>	C-PP.ch.m-frg; (sal); 2 p.PP; d ft-m. 3.05; rp.05.	43.10 141-5	8.94 29-5	3.96 13-0	.....	Nantes	Demange	Nt. 9.07													
✠	74	JEANNE, <i>Lehigavat.</i> (4.03) 97 04		15	3/3, G	1.1.	Glt	150 116	Frç	03	Kerity <i>Bonne</i>	C-Or-Ht; ch.frg; sfb; rp.05.	30.17 99-0	7.39 23 11	3.50 11 6	.....	Paimpol	F. Le Guyader	Pmp. 3.05													
✠	75	JEANNE, <i>Leroy.</i> (7.92)		15	—	—	Glt	149 136	Frç	92	Binic <i>Louis Minier</i>	C-Or; ch.frg; sfb; grp.03; rp-car. 8.04.	29.84 98-0	7.25 23-10	3.70 12-2	.....	Paimpol	Capt (à Plouezec)	Bx 9.07													

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	76	JEANNE, <i>Santini</i> . (10.06) 97-06	15-6	3/3, G	1.1.	Glt	145 124	Frç	92 O.06	Nantes <i>Sevestre</i>	C;ch.m-frg;d.ft-z. 9.06;rp.06.	30.71 100-9	7.18 23-7	3.38 11-1	.....	Marseille	Selon frères	Mis 10.06	
✠	77	JEANNE, <i>Boistard</i> . (3.03)	15-3	—	—	Glt	188 106	Frç	78 O.03	St-Malo <i>F. Gautier</i>	C-Or-PP;ch.m-frg;sfb; (sal);p.n.99;SS.93;rp- car.2.01.	27.78 91-2	5.90 19-4	3.39 11-2	.....	St-Malo	S.M. Legasse, Neveu & C <sup>ie</sup> (à Bayonne)	St-M. 1.07 c.v. 1.07	
✠	78	JEANNE, <i>Le Guennec</i> . (4.93)	15	3/3, G	1.1.	Glt	98 76	Frç	93 O.00	Nantes <i>E. Alleau</i>	C-Or;ch.frg;sfb; car.4.05;rp.05.	24.70 81-1	6.21 20-4	2.75 9-5	.....	Nantes	Grenet fils	B-I. 4.05	
✠	79	JEANNE, <i>Lequellec</i> . (8.01)	15	3/3, G	1.1.	Dy	84 64	Frç	01	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg;sfb	21.74 71-4	6.60 21-8	2.86 9-5	.....	Tréguier	Petitbon (Pontrieux)	L-R. 10.05 c.v. 03	
✠	80	JEANNE, <i>Arzul</i> . (8.97) 97-97	15	3/3, P	1.1.	Kt	43 31	Frç	97 O.05	Paimpol <i>Laboureur</i>	C-Or.ch.frg;S.A; sfb;car.3.07.	17.55 57-7	5.48 18-0	2.39 7-10	.....	Pontrieux	Cocard	Pmp. 3.07	
.	81	JEANNE-AUGUSTE, <i>Foutel</i> . (3.07)	9-2	3/3, P	1.1.	Glt	51 37	Frç	78 re.94 O.07	Port-Midway (N-S)	Mr-Ht-Sp-P;ch.m-frg; (sal);p.Sp.03;grp-car. SS.3.03.	18.85 61-11	6.15 20-2	2.52 8-4	.....	St-Pierre- Miquelon	E. Fontaine	St-P. 1.07 c.v. 1.07	
.	82	JEANNE-BERTHE, <i>Nicolas</i> . (12.93)	9-5	—	—	Glt	50	Frç	78 re.93	St-Pierre-Mique- lon <i>Derouet</i>	C-Mr-Sp-P-PP;ch.m- frg;(sal);sfb;p.Sp.9;re- car.SS.11.93.	17.90 58-9	6.08 19-11	2.47 8-2	.....	St-Pierre- Miquelon	O'Rorke	St-P.98 c.v. 98	
✠	83	JEANNE-CORDONNIER, <i>Bré- geon</i> . (3.07) P.C. 6-55 (3.07)	1	3/3, L	1.1.	Bq 1 P+B	2194 1937 1923	Frç	02 V.07	Le Havre <i>Forges &amp; Chantiers</i>	A; 2 comp; D.17m; R. 6m50 & 12m70; G. 11m80; car.3.07;rp.04	85.38 280-2	12.29 40-4	6.88 22-7	56½ 59½	.....	Le Havre	Sté des Voiliers Français	Hv. 3.07
✠	84	JEANNE-D'ARC, <i>Charlot</i> . (12.96) (3/3, L. 1.1.)	16	...	...	B-G 3m 1 P-B	376 297	Frç	96	Binic <i>L. Minier</i>	C-Or.ch.m-frg; (sal);d.ft-m.2.99;rp.90	42.23 138-7	9.29 30-6	4.10 13-6	.....	St-Malo	G. Monier (à Bordeaux)	St-M. 2.05 c.v. 2.05	
.	85	JEANNE-D'ARC, <i>Grignon</i> . (3.05)	13-3	5/6, G	1.1.	Glt	147 116	Frç	80 O.05	Fécamp <i>Capon</i>	C-Ht-PP.ch.m-frg;(sal) p.P.01;grp.96;car.2.03; rp.06	25.77 84-7	7.35 23-7	3.34 11-0	.....	Bayonne	Vidart & Legasse	St-M. 4.06 c.v. 05	
✠	86	JEANNE-D'ARC, <i>Beaulieu</i> . (1.96)	15-14	3/3, G	1.1.	Bk Glt	133 93	Frç	96 O.04	Cancale <i>Bouchard</i>	C-Or.ch.m-frg;p.P; sfb;car.1.04;rp.05.	27.73 91-0	7.58 24-11	3.31 10-10	.....	Cancale	J. Lessard	St-M. 3.05 c.v. 3.05	
✠	87	JEANNE-D'ARC, <i>Gaborit</i> . (8.95) (3/3, P. 1.1.)	15	...	...	Dy	47 92 41	Frç	95	Chantenay <i>P. Sevestre</i>	C-Or;ch.frg;sfb;p. P.	17.51 57-5	5.46 17-11	2.26 7-5	.....	Ile d'Yeu	Turbé	Nt. 95	
✠	88	JEANNE-D'ARC, <i>Evenard</i> . (3.00) (3/3, P. 1.1.)	15	...	...	Dy	48 30	Frç	00	Palais <i>Guillaume</i>	C.ch.frg;sfb.	16.20 53-2	5.16 16-11	2.30 7-7	.....	Pornic	Capt	B-I. 00	
.	89	JEANNE-&-RENÉ, <i>Grégam</i> . (7.06)	12-6	5/6, G	1.1.	Dy	98 72	Frç	85 O.06	Fécamp	C-Or.ch.m-frg;(sal); p.n.96;rp-car.SS.7.06.	24.12 79-2	6.46 21-2	3.13 10-3	.....	Vannes	Capt (à Sené)	Bist 7.06	
.	90	JEANNETON (ex-Triton), <i>Ranfray</i> . (4.99)	9-4	—	—	Glt	60 39	Frç	91 O.99	Lunenburg (N-S)	Sp-B-P-Ht;ch.m-fr; (sal);sfb;p.n.9;car.97.	20.04 65-9	6.18 20-3	2.76 9-1	.....	St-Pierre- Miquelon	E. Poirier	St-P.01 c.v. 01	

N. B — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIEDS ET POUCES 13 14 15	LARGEUR EN PIEDS ET POUCES 13 14 15	CREUX DE CALE EN POUCES 16	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	DOUILLAGE — RÉPARATIONS														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	91	JEANNETTE, <i>Noblet</i> . (1.05)	13	3/3, G	1.1.	3mG	228 178	Frç	05	Cancale <i>Lhotellier</i>	C-Or;ch.m-frg;sfb. p.P.	32.52 109-8	7.80 25-7	3.91 12-10	.....	Cancale	H. Turpin	St-M. 2.07 c.v. 2.07		
✠	92	JEANNETTE, <i>Lion</i> . (12.04)	13	3/3, G	1.1.	Glt	179 125	Frç	01	Trentemoult <i>Alleau</i>	C-PP;ch.frg;sfb; rp.05;	31.97 104-11	7.54 24-9	3.60 11-10	.....	Binic	Antoine Verry	St-M. 1.07 c.v. 1.07		
✠	93	JEANNETTE, <i>Lebras</i> . (7.07) 04 - 07	13	3/3, G A. & C.P.	1.1.	Dy	86 69 88	Frç	07	Kerity <i>Bonne</i>	C-Or Ht;ch.frg;sfb.	22.00 72-2	6.69 21-11	2.81 9-3	.....	Paimpol	Lebras	Pmp. 8.07		
✠	94	JEANNETTE-FRANÇOISE, P. G. <i>Visser</i> . (10.05)	I	3/3, L A. & C.P.	1.1.	4 m 2 P-B	2292 2221 2136	P. B	93 V.05	Krimpen a/d Lek J. & K. Smit	A:2 comp;lp.A;lp.PP D;G;R;car.12.06;rp.99	80.16 263-0	13.41 44-0	8.23 27-0	67 1/2 72 1/2	Krimpen a/d Lek	P. van der Hoog	N-Y. 12.06		
.	95	JENISSIS-THEOTOKU (ex-Vit- toria), <i>Papalios</i> . (10.05)	13-4	5/6, G	1.1.	Bq 1 P-B	463	Tre	71 O.05	Trieste	C;ch.m-frg;d.m.01; rp.05	54.50 178-9	9.00 29-6	4.50 14-9	.....	Chios	M. N. Papa- lios	Alx. 9.05		
✠	96	JENNY (ex-Fut), <i>Frick, F.H.</i> (4.91)	16	—	—	Gls	44 35	Alm	91 O.98	Karrebeksminde <i>P. G. Hermansen</i>	C-Ht;ch.frg;sfb; (sal);p.P;car.8.98.	19.20 63-0	5.10 16-9	1.98 6-5	.....	Mölnort	Capt	Flsb.98		
.	97	JENNY (ex-Dina-Maria), <i>Jen- sen, C.</i> (3.98)	13-3	—	—	Gls	64 56 62	Dan	44 re.98	Thurö	C-Ht;ch.frg;sfb;(sal); p.P.88;re-alg.SS.98.	21.60 70-10	5.27 17-4	2.39 7-10	.....	Svendborg	Capt (à Thurö)	Svdb98		
✠	98	JENNY (ex-Cito), <i>Thorsson</i> . (7.01)	13-4	—	—	Bk 1 P-B	304 271 262	Sds	80 O.01	Nordby	C-Ht-PP;ch.m-frg;(sal); sfb;SS.01;rp-car.4.05.	35.60 117-0	7.80 25-7	4.21 13-10	.....	Brantevik	O.M. Holm	Mlm.04		
✠	99	JENS, <i>Eriksen</i> . (3.07) 68 - 87	16-4	5/6, G	1.1.	Glt	134 117 128	Dan	75 O.01	Thurö <i>P. Troensegaard</i>	C-Ht.ch.frg;sfb;p. P.01;grp.SS.01;car.3.04.	28.07 92-1	6.73 22-1	3.17 10-5	.....	Svendborg	R. S. Hansen (à Thurö)	Svdb. 8.97 c.v. 2.06		
✠	100	JENS-NIELSEN, <i>Nielsen</i> . 99 - 01 (5.01)	16-13	3/3, G	1.1.	G3m	195 169 184	Dan	01	Thurö <i>N. A. Nielsen</i>	C-Ht;ch.frg;(sal); sfb.	31.83 104-5	7.85 25-9	3.48 11-5	.....	Thurö	H. A. Hansen	Svdb. 2.06 c.v. 0.04		
.	101	JESSIE-OSBORNE (ex-Maripo- sa), <i>Cantley</i> . (12.91)	I	—	—	3 m 2 P	1110 1058 989	Ang	74 V.91	Dumbarton <i>Swan Bros</i>	F; 2 comp; 2 p.P; rp.79;car.12.91.	67.35 221-0	10.45 34-4	6.32 20 9	.....	Liverpool	J. M. Irvine	N-C.91		
✠	102	JEUNE-AMÉDÉE, <i>Guéno</i> . 96-03 (9.01)	14-3	—	—	Slp	41	Frç	77 O.01	Nantes <i>Alleau &amp; Aubert</i>	C.ch.frg;sfb;rp car. SS.9.01.	16.8 55-0	4.5 14-9	2.10 6-11	.....	Nantes	Joyau frères	Hv. 04		
.	103	JEUNE-ANDRÉ, <i>Thébault</i> . (2.07)	12-3	5/6, P	1.1.	Glt	55 38	Frç	60 re.99 O.06	Gloucester (M <sup>e</sup> )	C-PP-Mr;ch.ev.m- fr;(sal);sfb;re.99;car. 4.05;rp.07.	19.50 64-0	5.80 19-0	1.85 6-1	.....	St-Pierre- Miquelon	Ed. Bidel & Co	St-P. 1.07 c.v. 10.06		
.	104	JEUNE-ANNA, <i>Lebel</i> . (12.01)	13-2	—	—	B-G	143 96	Frç	69 O.01	La Richardais <i>Tranchemer</i>	C-Or.ch.frg;sfb;rp- car.12.01.	26.78 87-10	6.78 22-3	3.08 10-1	.....	Binic	Jules Guérin (Régneville)	St-M.01		
.	105	JEUNE-ARISTIDE, <i>Raoult</i> . (11.03)	9-4	5/6, P	1.1.	Glt	30	Frç	92 O.04	Shelburne (N-S)	Sp-B-Ht;ch.m-frg; (sal);sfb;p.n.99;car. 10.99;rp.04.	15.61 51-3	5.20 17-1	2.13 7-0	.....	St-Pierre- Miquelon	Hte Raoult	St-P. 10.05 c.v. 10.05		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN METERS	FREE BOARD — SALT WATER W.N.A. in inches	PORT OR REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	106	JEUNE-CELINA, <i>Ropars</i> . (6.95)		12	—	—	Slp	18 13	Frç	95	Paimpol <i>J. Pilvin</i>	C-Or-S.ch.frg;sfb; S.A;p.S.	12.37 40-7	4.18 13-8	1.91 6-3	.....	Paimpol	M. Legoaster	Pmp 97	
.	107	JEUNE-DENIS, <i>Le Maillot</i> . (8.99)		10-6	—	—	Kt	55 47	Frç	90 O.99	Boulogne <i>Dubut</i>	C-Or;ch.frg;sfb; grp-car.8.99.	19.34 63-6	6.21 20-4	2.93 9-8	.....	Boulogne	V <sup>vo</sup> Hautin- Tétard	Dk. 99	
.	108	JEUNE-ELISA, <i>Mollet</i> . (7.97)		13-3	—	—	Slp	39	Frç	66 O.97	Cherbourg <i>Hamel</i>	C-Or.ch.frg.sfb:S- A;p.S;SS.86;rp-car.7.97.	16.1 52-10	5.0 16-5	2.60 8-6	.....	St-Malo	Bial	St-M 97	
.	109	JEUNE-EMILE, <i>Clemenceau</i> . (8.99) (3/3, P.1.1.)		10	...	..	Slp	34 24	Frç	99	Bourg <i>J. Collins</i>	C-Or-PP;ch.frg; sfb.	13.90 45-8	5.10 16-9	2.10 6-10	.....	La Rochelle	Capt	L-R. 01 c.v. 04	
.	110	JEUNE-FRANCE, <i>Aunis</i> . (11.06)		14-4	5/6, G	1.1.	B-G	126 89	Frç	77 O.06	Cherbourg <i>Lecerc</i>	C-Or;ch.m-fr.sfb; car.11.06;rp.06.	25.29 83-0	6.20 20-4	3.00 9-10	.....	Ars-en-Ré	Capt	L-R. 11.06	
.	111	JEUNE-GENEVIEVE, <i>Le Jouan- nard</i> . (7.97)		10-3	—	—	4m bs	62 58	Frç	78 O.97	Boulogne	C-Or-PP;ch.frg;sfb; (sal);Vivier;p.S;SS.93; car.4.97.	20.60 67-7	6.25 20-6	2.60 3-7	.....	Brest	Mlle Adèle Levec	Brst 97	
✠	112	JEUNE-LEONIE, <i>Dewaelle</i> . (2.04)		13-6	5/6, G	1.1.	Glt	113 90	Frç	79 O.04	Dunkerque	C-Or.ch.m-frg;sfb;(sal); p.n.06;car.SS.3.04.	25.53 83-9	6.20 20-4	3.42 11-3	.....	Dunkerque	VanCauwenber- ghe-Lemaire	Dk. 2.36 c.v. 2.05	
.	113	JEUNE-MARIE, <i>Le Corre</i> . (7.95)		10-3	—	—	Dy	58 45	Frç	77 O.95	Boulogne	C-Or-S;ch.frg;sfb; (sal);car.7.95.	18.77 61-8	5.98 19-8	2.68 8-10	.....	Vannes	Capt	Bay. 97	
✠	114	JEUNE-UNION, <i>Lehoerff</i> . (1.02)		13	3/3, G	1.1.	3 m B-G	267 219	Frç	02	Cancale <i>Lhotellier</i>	C-Or;ch.m-frg;sfb.	36.32 119-2	8.60 28-2	4.65 13-4	.....	Cancale	J. Chevalier	St-M. 2.07 c.v. 1.07	
.	115	JOANNIS, voir JOANNIS, JOHAN- NES, JOHAN NIS.																		
.	116	JOAQUINA (ex-Nueva-Paula , <i>Galiana</i> . (5.05)		12-4	5/6, A	1.1.	G 3m 1 P-B	333 317	Esp	77 O.05	Blanes <i>Vieta</i>	C-M1-PP-P;ch.m.frg; d.m.5.05;rp.05.				.....	Barcelone	V. Chapapria	Brc. 5.05	
.	117	JOHAN, voir aussi JOHANN.																		
✠	118	JOHAN, <i>Gustafsson</i> . (6.07)		10-3	5/6, G	1.1.	Glt	218 189 183	Sds	84 O.07	Kylörn <i>Fr. Hägglund</i>	S.ch.m-frg;(sal); sfb;p.S;SS.93;rp-car. 6.07.	33.07 108-6	6.94 22-9	3.35 11-0	.....	Bergåvara	J. A. Martens- son	Hlsb. 6.07	
✠	119	JOHANN, <i>Diersmann</i> . (12.90)		14-3	—	—	Glo Glt	134 114	Alm	73 O.91	Grossefehn <i>Schapp &amp; Meyer</i>	C-Ht.sfb;SS.86; rp-car.9.91.	26.20 86-0	6.50 21-4	2.87 9-3	.....	Grossefehn	Harm. von Aswege	Leer 91	
✠	120	JOHANN, <i>Mengers, L.</i> (9.06) 02-04		14-4	5/6, P	1.1.	Ev Ku.dv.	90 79	Alm	80 O.06	Brake <i>W. Nicolai</i>	C-Ht-PP.ch.frg.sfb rp-SS.03;car.10.06	20.9 68-7	6.2 20-4	2.35 11-0	.....	Bremen	Capt	Wes. 11.06	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUPLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES 13 14 15	LARGEUR EN MÈTRES 16	CREUX DE CALE 17	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																													
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & THÈME	COTE																																											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																																															
	DATE DU TERME																																															
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																													
• 121	JOHANN	(ex-Swaantje-Groenendal), Ulpts. (1.05) 79-03	12-4	5/6, G	2.1.	Kff	86 81 77	Alm	67 O.05	Fokshol J. Smit	C-PP;ch.fr;sfb;p.PP; grp.SS.94;rp-car.3.05.	22.70 74-5	5.40 17-9	2.70 8-11	.....	West-Rhau derfehn	Ca, t	Wes. 3.05																														
✠ 122	JOHANN,	Jonsson. (9.90)	14-5	—	—	Glo	76 65	Sds	70 O.90	Papenburg B. Tholen	C-Ht-PP.ch.frg.sfb; p.S.89;rp-car.SS.9.90.	22.20 72-10	5.40 17-9	2.52 8-3	.....	Viken	J. P. Jönsson	Hlsb 90																														
✠ 123	JOHANN-CARL,	..... (7.93) (3/3,P.1.1.)	15	...	..	Glt	58 45	Ang	93	Seedorf a/R G. Krüger	C-Ht;ch.frg.sfb; (sal);p.P;rp-car.4.96.	19.20 65-0	4.67 15-4	2.40 7-11	.....	Padstow	A. Stephens	Plm.97																														
• 124	JOHANNA,	voir aussi JOHANNE.																																														
• 125	JOHANNA,	Passmann, H. (12.98)	13-6	—	—	Glt	105 92	Alm	76 O.99	Zingst A. Drossel	C-Ht.ch.frg.sfb;(sal); rp-car.SS.7.99.	23.26 76-5	6.13 20-1	3.07 10-1	.....	Barssel	Capt	Glsg 04																														
• 126	JOHANNA,	Jung, C. (3.98)	13-6	—	—	Glt	68 59 57	Alm	89 O.98	Stralsund W. Mohr	C-Ht;ch.frg;(sal); sfb;rp-car.3.98.	20.00 65-7	5.80 19-0	2.60 8-6	.....	Stralsund	Capt	Strs.02																														
✠ 127	JOHANNA,	Timm. (5.99) 04-07	16	3/3, P	1.1.	Glo	65 50	Alm	99 O.07	Wewelsfleth J. Peters	C-Ht;ch.frg;(sal); sfb;car.6.07.	20.00 65-7	5.30 17-5	2.20 7-3	.....	Hamburg	Capt (in Hasseldorf)	Hby 6.07																														
✠ 128	JOHANNA,	Wolken, H. (5.06)	14-6	3/3, P	1.1.	Kff. dv. 1 m	45 37	Alm	92 O.07	Nordloh	C-Ht;ch.frg;fd.plt; sfb;rp-car.SS.5.07.	18.80 61-9	4.70 15-5	1.66 5-5	.....	Barssel	Capt	Wes. 5.07																														
✠ 129	JOHANNA,	Mc Ivor. (12.03)	11	3/3, L	1.1.	3 m 2 P	1756 1662	Ang	91 V.03	Alblasserdam J. Smit C <sup>20</sup>	A; 2 comp.R.V 2m75; R.A.R.10m97; 1 p.PP; 1 p.P;car.4.07.	73.15 240-0	11.58 38-0	7.01 23-0	59 1/2 62 1/2	London	Anglo-Ame- rican Oil Co	N-Y. * 4.07																														
• 130	JOHANNA,	Thorsson, A. (4.97)	12-6	—	—	B-G	172 151 149	Sds	78 O.97	Timmernab- ben C. Nilsson	P-C;ch.m.frg.sfb;(sal); rp.SS.97;car.4.06.	30.05 98-7	6.65 21-10	3.20 10-5	.....	Kivik	P. Therson	Cph.00																														
• 131	JOHANNA,	Nilsson, O.(6.04)	10-5	3/3, P	1.1.	Gls	39 32	Sds	94 O.04	Wiken J. Hagerman	C-P;ch.frg;sfb;(sal) car.SS.6.04.	17.81 58-5	5.05 16-7	1.88 6-2	.....	Domsten	Capt	Hlsb 7.07 c.v.7.07																														
✠ 132	JOHANNA-ELISABETH,	Groenewold, R. (5.04)	11	3/3, G	1.1.	Glt	141 118 117	P.B	04	Noordhorn Gebr. Borkmeyer.	A-F; 2 comp; 1 D.8m; R. 6m90;car.2.07.	30.28 99-4	6.54 21-6	2.47 8-1	.....	Delfzijl	Capt	Eng. 2.07																														
✠ 133	JOHANNA-LUISE (ex-Hermine), Iversen, J. (2.04)		15-4	5/6, G	1.1.	Glt	108 98 92	Nrw	71 O.04	Stralsund A. Juhl	C-Ht;ch.frg;sfb;(sal); grp.73;SS.98;rp-car. 2.04.	23.53 77.1	6.20 20-4	3.09 10-2	.....	Christiania	Capt	Rstk 04																														
• 134	JOHANNE,	voir aussi JOHANNA.																																														
• 135	JOHANNE,	Ulpts, F. (7.07) 94-05	12-5	5/6, P	1.1.	Kff dv	80 73 77	Alm	84 O.07	Sappemeer J. Berg	C-Ht.sfb;fd.plt;SS. 07;car.7.07;rp.06.	23.9 78-5	4.9 16-1	2.15 7-1	.....	Collingh- orst.	Capt	Wes. 8.07																														

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. 10 inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND			DIVISION AND TERM	CHARACTER	RIG NUMBER OF DECKS	Register — under deck												
	DATE OF TERM																		
	1	2	3	4	5	6	7	8											
+	136	JOHANNE, Hansen. (9.03) 74-00	16-6	3/3, G	1.1.	G3m	284 208 222	Dan	84 O.04	Svendborg P.Troensegaard	C-Ht.ch.frg.sfb; (sal);rp-car.SS.4.04.	34.27 112-7	7.33 23-9	3.74 12-3	.....	Marstal	J. C. Carlsen	Bif. 8.05	
+	137	JOHANNE, Östermann(7.93)	16	3/3, G	1.1.	G3m	182 160 171	Dan	93 O.00	Svendborg F. R. Andersen	C-Ht;ch.m.frg;sfb; (sa');p.P.07;rp-car.6.07.	32.00 105-0	6.70 22-0	3.36 11-0	.....	Marstal	H. Petersen	Svdb. 6.07	
+	138	JOHANNE, Mortensen.(5.00) (3/3, P. 1.1.)	16	...	..	Gls	49 39 46	Dan	00	Bandholm P. Larsen	C-Ht;ch.frg;(sal); sfb.	19.74 64-9	5.62 18-5	2.13 7-0	.....	Nykjobing	L. Mortensen & G.Andersen	Cph. 02	
+	139	JOHANNE, Stegmann. (4.95) 01-03	16	3/3, P	1.1	Glt	48 39 46	Dan	95 O.03	Svendborg A. Jensen	C-Ht;ch.frg;sfb; (sal);p.P.	20.81 68-3	5.65 18-5	2.04 6-7	.....	Marstal	A. C. Chris- tensen	Svdb. 3.05 c.v. 3.05	
+	140	JOHANNE-SOPHIE, Grastrup 02-02 (4.02)	16	3/3, P	1.1.	Glt	65 52 62	Alm	02	Assens J. Christoffersen	C-Ht;ch.frg;(sal); sfb.	20.66 67-9	5.49 18-0	2.35 7-9	.....	Haderslev	S.Frydendahl	Kngb. 10.06	
+	141	JOHANNES, Engellandt, H. 94-98 (9.04)	11	3/3, P	1.1.	Tjk	101 70 91	Alm	96 V.04	Viervelat J. W. Mulder	A-F; 2 comp; G.E. fd. pl; 1 p.F;car.8.06.	25.52 83-9	5.52 18-1	2.29 7-7	.....	Hamburg	Capt (in Breiholz)	Hbg. 8.06	
+	142	JOHANNES, Anders, A. (6.97)	13-6	—	—	Ev	54 47	Alm	84 O.97	Gräpel J. Steffens	C.sfb;fd.plt. 1/2 V; p.S;car.6.97.	18.9 62-0	5.7 18-8	2.15 7-1	.....	Assel	Capt	Hbg 97	
+	143	JOHANNES, Jensen. (12.06)	11	3/3, L	1.1.	G3m	317 273 291	Dan	02 V.07	Rönne Bornholms-Mas- kin-Fabrik	A; 2 comp; 1 p.PP; car.2.07.	37.71 123-9	8.87 29-1	3.66 12-0	24 27	Rönne	C. P. Lund	Lvp. 2.07	
+	144	JOHANNES, Egeberg. (5.91)	14-4	—	—	Bk	169 148 153	Dan	71 O.88	Rudkjöbing S. Boas	C.ch.m.sfb;SS.88; rp-car.6.93	30.95 101-5	6.71 22-0	3.38 11-1	.....	Rudkjö- bing	E. Petersen	Svdb93	
+	145	JOHANNES, Noril. (5.03) 97-03	11-3	5/6, G	1.1.	Glt	215 204 195	Rss	80 rc.92 O.03	Kürbis A. Ferle	P-C.ch.frg.sfb;p.P. 92;car.3.05;SS.03.	28.85 94-8	7.65 25-1	3.81 12-6	.....	Riga	J. & F. Martinson & A. Trautmann	Av. 3.05	
+	146	JOHANNES, Nehmirs, J. (10.92)	8-4	—	—	Glt	61 58	Rss	92	Gutmansbach P. Abul	P.ch.fr;sfb.	20.12 66-0	4.95 16-3	2.36 7-9	.....	Riga	Capt	Riga 92	
+	147	JOHANNIS, voir aussi IOANNIS, JOHANNIS, JOHANNES.																	
+	148	JOHANNIS, Woitge, J.(12.98)	13-4	—	—	Gls	49 44	Alm	73 O.99	Seedorf a/R G. Kruger	C-Ht.ch.frg.sfb; rp-car.SS.3.99.	17.1 56-1	4.9 16-1	2.20 7-3	.....	Stralsund	Capt (à Wieck a/R)	Kngb 02	
+	149	JOHN, Salvesen. (2.05)	12-2	—	—	Ctt	84 74	Nrw	77 rc.93 O.05	Grimsby	C-Or-PP-P;ch.m.frg; sfb;rp-car.SS.2.01.	25.72 84-5	5.94 19-7	2.65 8-7	.....	Egersund	J. Bilstad	Stvg. 5.05 c.v. 5.05	
+	150	JOHN-A.-BRIGGS, Balch. (9.00)	13-2	—	—	3 m 2 P-B	2110 1990	Amr	78 O.00	Freeport (Me) Briggs&Cushing	C-B-Ht-PP.ch.m.frg; (sal);p.P.d.ft-m.9.95; SS.92.	71.35 234-2	13.43 44-1	8.59 28-2	.....	San-Fran- cisco	G. E. Plum- mer	Phld00 c.v.00	

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Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈVEMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUBLAGE — RÉPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS ET POUCES	LARGEUR — EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE — EN PIEDS ET POUCES	FRANC BORD — EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & THÈME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
151	JOHN-&ANN, Ehrhardt. (5.97)	8-4	—	—	Glt	174 158	Rss	74 re.91 O.98	Haynasch	P-C;ch.fr;p.n.91; re.91;grp;93;car.5.98.	29.0 95-2	6.9 22-8	3.60 12-9	.....	Haynasch	JohnMikelson	Glsgr00	
152	JOHN-BULL (ex-Hugh-Barclay), Coppack. (6.01) — 92	12-4	—	—	Glt	114 91 113	Ang	74 re.92 O.61	Ardrossan Barclay	C-B-PP.ch.fr;g;sfb; re.SS.92;car.3.00;rp.03.	26.87 88-2	6.48 21-3	3.17 10-5	==	Newhaven	John Bull	Ld. 01 c. v.01	
✠ 153	JOHN-CURRIER, Murchison. (10.97)	13-3	—	—	3 m 2 P-B	1945 1847	Amr	82 O.97	Newburyport J. Currier	C-PP.ch.m.fr;(sal)1p. P;1p.PP;rp.93;d.ft-m. 6.98.	71.85 235-10	13.05 42-10	7.98 26-0	.....	San-Fran- cisco	California Shipping Co	H-K.00	
✠ 154	JOHN-D.-SPRECKELS, Christiansen. (10.98)	14-4	—	—	B-G	267 254	Amr	80 O.98	S-Francisco M. Turner	P.ch.m-frg;(sal);sf;Sp. 10.98;rp-car.SS.10.98.	37.98 124-7	9.69 31-10	3.08 10-1	.....	San-Fran- cisco	E. B. Pond	S-F.98	
155	JOHN-GIBSON, Davis. (8.03)	15-3	5/6, G	1.1.	Glt	106 86	Ang	78 O.03	Fleetwood J. R. Gibson	C-Or-PP;ch.fr;g; sfb;rp-car.7.03.	26.61 87-4	6.25 20-6	2.94 9-8	17 20	Fleetwood	Louis Willie Nurse	Flm.03	
✠ 156	JOHN-GILL, Gustafsson. (8.05)	13-4	5/6, G	1.1.	Bq 1 P-B	977 928 864	Rss	81 O.06	River-John(N-E) A. M'Kenzie	Sp-C-B.ch.m-frg;(sal); sf;sb;SS.99;rp-car.12.06.	55.16 181-0	11.22 36-10	6.56 21-6	==	Marie- hamn	R. Mattsson	Ld. 12.06	
✠ 157	JOHN-S.-EMERY, Wooster. (3.04)	13-3	—	—	BqG 2 P	859 829	Amr	90 O.98	East-Boston Wm McKie	C-Hk-P.ch.m-frg; (sal);d.ft-m.5.01.	50.61 166-0	10.97 36-0	5.64 18-6	.....	Boston	JohnS.Emery & Co	N-Y. 1.05 c.v.04	
158	JOHN-&-SARAH-ANN, Fiolet. (12.96)	12-8	—	—	Sk	83	Frç	86 O.96	Elmshorn	C;ch.m-frg;sfb; (sal);p.PP;car.95;SS.96.	23.34 76-7	6.22 20-5	3.22 10-7	.....	Calais	H. Stauber	Hull 96 c.v.96	
159	JOHN-SIMS, Harper. (8.07)	13-3	5/6, G	1.1.	Glt	113 93	Ang	73 O.07	Falmouth Trethowan	C-Or-PP-Gr;ch.m- frg;sfb;SS.00;p.07; car.7.07.	27.35 89-9	6.50 21-4	3.25 10-8	24½ 27½	Gloucester	Alex. Johns	Flm. 7.07	
✠ 160	JOINVILLE, Macé. (3.04) P.C. 8-114 89-05 (3.07)	■	3/3, L	1.1.	Bq 1 P-B	2212 1945 1963	Frç	02 V.04	Nantes Chantiers Nantais	A;2 comp;11.16m50.R. 7m50 & 12m60;G.12m; rp-car.3.07.	34.50 277-3	12.31 40-4	6.91 22-8	58 61	Nantes	Cie des Longs Courriers Fran- çais	Rd. 3.07	
✠ 161	JOLANI, Comet. (8.04) 74-99	16-3	—	—	Bq 2 P	891 840 798	Sds	76 O.04	Elsfleth J. Ahlers	C-Ht-PP.ch.m-frg;(sal) sf;sb;rp.SS.04;car.2.06.	52.17 171-2	9.54 31-4	6.28 20-7	.....	Malmoe	John L. Lundberg.	Ld. 7.07	
162	JOLID, Karlsson. (9.99)	8	—	—	G3m	161 107	Rss	99 O.03	Geta E. Söderström	P-S;ch.fr;(sal);sfb; car.11.05.	29.26 96-0	7.45 24-5	3.18 10-5	.....	Wardö	J.E.Johansson	Abd. 11.05	
✠ 163	JOLIETTE, Mattei. (7.07) P.C. 8-85 91-06 (10.06)	■	3/3, L	1.1.	Bq 3 P-H	2652 2023 1914	Frç	02 V.07	La Seyne Forges & Chant.de la Méditerranée	A;2 comp;hurricaned R. 4m82; 6m & 5m91; 1 P-A;car.7.07.	84.98 278-10	12.38 30-7	6.94 22-9	.....	Marseille	Sté Marseillaise de Voiliers	Hv. 7.07	
164	JONA, Matikka. (9.07) 95-07	7-4	3/3, P	1.1.	Glt	128 115 122	Rss	07	Björkö K. Matikka	P;ch.fr;sfb.	28.93 94-11	7.74 25-5	2.28 7-6	.....	Wiborg	K. Matikka & A. Koh	Wib. 7.07	
✠ 165	JONATAN, Slessers. (3.05) 91-04	12-6	3/3, G	1.1.	G3m	308 275 278	Rss	93 O.05	Skulte P. Krause	P-C;ch.fr;g;(sal); sfb;rp-car.SS.3.05.	35.11 115-3	7.98 26-2	4.04 13-3	.....	Riga	J.Slessers&Co	Svdb. 3.05	

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	LAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3			4													
+	166	JONEHELD, <i>Stridbeck</i> . (7.87)	11-4	—	—	G3m	260 238 220	Sds	71	Kålboda <i>H. Olsen</i>	S-C.ch.m.d.ft-m. 10.89; SS.80; (sal).	34.23 112-4	7.55 24-9	3.76 12-4	.....	Bergqvaa	R. Pettersson	Ld. 89	
+	167	JØRGEN, <i>Albertsen, A.</i> (4.03) 78-96	13-6	5/6, G	1.1.	Glt	81 67 78	Dan	71	Marstal <i>F. Hansen</i>	C-Ht.ch.frg.sfb; car. 03; P.n.03; grp.SS.03.	21.4 70-3	6.0 19-8	2.99 9-10	.....	Marstal	Capt.	Svdb. 3.05	
+	168	JØRGEN-LARSEN, <i>Jørgensen</i> . —88 (3.04)	16-6	5/6, G	1.1.	B-G	168 148 156	Dan	79	Thurø <i>J.Ph.Jørgensen</i>	C-Ht.ch.m-frg.sfb; rp.SS.04; car.6.01.	30.53 100-1	6.72 22-1	3.33 11-0	.....	Svendborg	J. P. Jørgensen (Thurø)	Svdb. 3.07 c.v.3.07	
+	169	JØRGEN-OLSEN, <i>Christensen</i> 78-87 (11.02)	16-6	3/3, A	1.1.	G3m 1 P-B	310 285 288	Dan	87	Marstal J.O. <i>Christensen</i>	C-Ht.ch.m-frg. (sal); rp.SS.02; d.ft-m. 3.06.	37.75 23-10	7.97 26-2	3.83 12-7	.....	Svendborg	H. C. Christensen Enke (Marstal)	Svdb. 3.06	
+	170	JØRGEN-RING, <i>Fisker</i> . (3.07) —75	16-4	5/6, G	1.1.	Glt	135 120 128	Dan	75	Svendborg <i>J. R. Andersen</i>	C-Ht.ch.frg.sfb; p.n. 91; grp.91; sal; rp.SS. 01; car.10.05.	28.50 193-6	6.27 20-7	3.04 9-11	.....	Svendborg	J. R. Andersen	Svdb. 3.07 c.v.4.06	
+	171	JØRGINE, <i>Larsen, C. J.</i> (2.00) (3/3, P. 1.1.)	13-14	...	..	Gls	43 35 40	Dan	00	Svendborg <i>Chr. Andersen</i>	C-Ht; ch.frg.sfb; rp. 02.	18.52 60-10	5.34 17-7	2.07 6-10	.....	Svendborg	Capt	Cph.04 c.v.04	
+	172	JOS.-L.-EVISTON, <i>Wirscha- leit.</i> (3/3, G.1.1.) (4.00)	14	...	..	3mG	755 662	Amr	00	Marshfield	P; ch.m-frg; (sal); sfb.	53.34 175-0	12.19 40-0	4.57 15-0	.....	San-Fran- cisco	Chas.Nelson	S-F.00	
+	173	JOSÉ-ESTEVAO, <i>Magano</i> . (8.00)	12-6	—	—	G3m	271	Ptg	72 re.88 0.00	Aveiro <i>J. F. Da Lapa</i>	C-P-PP.ch.m-frg; (sal); grp.SS.00; p.n.00; d.ft- m.7.00.	34.65 113-6	7.30 24-0	3.7 12-2	.....	Aveiro	J. B. Coelho & Co	Lish.00	
+	174	JOSÉ-FARGAS ( <i>ex-India</i> ), <i>Font.</i> (7.03)	12-4	—	—	Bq 2 P	697 609	Esp	69	Barcelone	C-Ml.ch.m-fr.d.ft-m. 7.03; grp.SS.03; rp.05.	45.87 150-6	10.40 34-1	6.72 22-0	.....	Barcelone	F. Ferrès	Brc. 11.05	
+	175	JOSÉ-OLAVERRI, . . . . . (1.90)	13-8	—	—	G3m 2 P	662 588	Amr	85	Rockland(Me)	C-PP.ch.m-frg; (sal); 1 p.PP; 1 p.Sp; d.ft-m. 4.94.	49.99 16-40	10.66 35-0	5.08 16-6	.....	New-York	F.V.L. Jónes	Bost.97	
+	176	JOSÉ-ROIG ( <i>ex-Mie-Figlie</i> ), <i>Ballesteros</i> . (4.06)	12-4	5/6, A	1.1.	Bq 1 P-B	774 754	Esp	70	Cardiff <i>Batchelor</i>	C-Gr-Acj-P-PP; ch.m-frg; d.m.3.06; rp.06.	58.80 176-6	9.60 31-6	6.15 20-2	.....	Barcelone	Roig Hermanos	Brc. 4.06	
+	177	JOSEFINE, <i>Jacobsen, J. P.</i> (4.95) (3/3, P.1.1.)	16	...	..	Glt	49 40 46	Dan	95	Vejle <i>S. Lindtner</i>	C-Ht; ch.frg.sfb; (sal).	18.52 60-10	5.18 17-0	2.35 7-9	.....	Vejle	Capt	Kngh.97	
+	178	JOSEFITA ( <i>ex-Gwendoline</i> ), <i>Arnau</i> . (2.05)	14-4	5/6, A	1.1.	Bq 1 P-B	363 349 346	Esp	69	Bristol	C-Gr-T; ch.m-frg; d.ft- m.1.05; SS.93; rp.07.	—	—	—	.....	Barcelone	I. Rovira (à Barña)	Brc. 5.07	
+	179	JOSEPH-ANTOINE ( <i>ex-Lotus</i> ), <i>Ferrard</i> . (4.03)	9-6	3/3, P	1.1.	Glt	60 38	Frg	93	La Have (N-S)	Mr-Ht-Sp-P; ch.m- frg; (sal); sfb; p.Sp.03; re.SS.03.	19.34 63-10	6.45 21-2	2.78 9-2	.....	St-Pierre- Miquelon	Amice & Jac- quet	St-P. 1.07 c.v.1.07	
+	180	JOSEPH-B.-THOMAS, <i>Brown</i> . (12.97)	13-7	—	—	3 m 2 P-B	138 1807	Amr	81	Thomaston(Me) <i>S. Watts &amp; Co</i>	C-PP.ch.m-frg; (sal); d- ft-m.7.98; SS.98	71.42 234-4	12.90 42-4	8.28 27-2	.....	San-Fran- cisco	California Shipping Co	Ykh.00	

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Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANG BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIERE			DIVISION & TERME	COTE	GRÈMENT NOMBRE DE PONTS					DOUBLAGE RÉPARATIONS								
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
181	JOSEPH-CLAUDE, <i>Liualt.</i> (11.98)	13	3/3, L	1.1.	3mG	309 250	Frç	98	St-Malo <i>A. Buron</i>	C-Or;ch.m-frg;d. cv.11.98.	38.84 127-5	8.55 28-0	3.85 12-8	.....	St-Malo	J. Thoma- zeau & Co	S-M. 2. c.v. 2.07		
182	JOSEPH-ROSALIE ( <i>ex-Fillis- B.</i> ), <i>Pincemin.</i> (9.03)	10-4	3/3, G	1.1.	Glt	138 96	Frç	98 O.99	Shelburn (N-S)	Sp-B-Ht-C; ch.m- frg;(sal);sfb;SS.99; rp.03;car.1.07.	28.82 94-9	7.55 24-9	2.81 9-3	.....	Granville	P. Gautier	St-M. 3.07		
183	JOSEPHINA, voir JOSEFINA,	JOSE FINE, JOS	EPHINE.																
184	JOSÉPHINE, <i>Jamet.</i> (5.96)	13	3/3, A	1.1.	B-G 3 m	225 174	Frç	96 O.04	La Richardais <i>L. Tranchemer</i>	C-Or;ch.m-frg;rp. 03;d.ft-m.9.02;rp.05.	32.00 105-0	7.88 25-11	3.70 12-2	.....	St-Malo	L. Laisney (à St- Pierre-Miquelon)	Fay. 5.05		
185	JOSÉPHINE ( <i>ex-Harold</i> ), ..... (10.03)	9-4	—	—	Glt	106 77	Esp	82 O.00	La Have (N-E)	S-Mr;ch-fr; à Vivier; p. S.95;grp. SS.95;sfb; car.10.03;rp.05.	24.9 81-9	7.3 24-0	2.73 12-2	.....	.....	.....	Brst 12.05 c.v. 0.05		
186	JOSÉPHINE, <i>Leroux.</i> (2.07)	9-3	5/6, P	1.1.	Glt	58 40	Frç	79 O.07	Mahone Bay (N-S)	Sp-B-Ht-P;ch.m-frg; (sal);sfb;car.04;grp.06; rp.07.	20.89 68-6	6.22 20-5	2.70 8-10	.....	St-Pierre- Miquelon	A. Yvon & Ch. Clément	St-P. 4.07 c.v. 4.07		
187	JOSÉPHINE-MADELEINE, <i>Gégo.</i> (4.03) 03-04	13	3/3, P	1.1.	Dy	55 38	Frç	03	Le Palais <i>J. M. Guillaume</i>	C-Or;ch.frg;sfb.	18.14 59-6	6.10 20-0	2.39 7-10	.....	Lorient	Billetts de Ville- roche (à Concarneau)	B-l. 9.05		
188	JOUTSEN ( <i>ex-Tangerine</i> ), <i>Nordlund.</i> (7.87)	12-4	—	—	Glt	119 108	Rss	65 O.87	Brixham	C.ch.m-fr.sfb;car. SS.7.87;rp.90.	27.00 88-7	6.23 20-5	3.40 11-6	.....	Raumo	A. Sundberg	Åbo 90		
189	JOVEN-ANA, <i>Alsina.</i> (1.01)	14-3	—	—	Bk 1 P-B	331 314	Esp	69 O.01	Blanes	C-Ml-Boisdur;ch.cv-m. grp.82;d.ft-m.1.01;rp. 01.	33.57 110-2	8.79 28-10	4.41 14-6	.....	Barcelone	Capt	Brc. 01		
190	JOVEN-ANTONIO, <i>Dardé.</i> (2.94)	12-2	—	—	B-G 1 P-B	249 237	Esp	63 O.94	Blanes	C-Ml-PP;ch.m;d. cv.7.93;grp.93.	30.00 98-5	8.25 27-1	4.50 14-9	.....	Palma	R. Moll	Brc. 94 c.v. 94		
191	JOVEN-PURA, <i>Nogueroles.</i> (3.87)	11-6	—	—	B-G	138 130	Esp	77 O.87	Villajoyosa	Ol-Ml.ch.m-frg;SS. 87;d.ft-m.3.87	27.12 89-0	7.01 23-0	3.39 11-0	.....	Carthagène	D. Jimenez (à Oran)	Brc. 91		
192	JUAN, <i>Andreu, E.</i> (11.90)	12-4	—	—	B-G	119 113	Esp	57 O.96	Arenys	C-Ml.ch.d.m.6.89; grp.SS.90.	24.51 80-5	7.57 24-10	2.99 9-10	.....	Barcelone	Maria y Car- lota Andreu	Brc. 90 c.v. 90		
193	JUANITA, <i>Blanchet.</i> (11.99)	12-10	3/3, G	1.1.	G3m	147 105	Frç	97	Liverpool (N-S)	Sp-B-Ht;ch.m-frg; (sal);sfb;car.10.01.	31.31 102-9	7.30 23-11	3.00 9-10	.....	St-Pierre- Miquelon	Yvon frères	Grv. 2.07 c.v. 3.06		
194	JUELSMINDE, <i>Nielsen.</i> (7.07) <i>Moteur aux.</i> 99-07	16	3/3, R	1.1.	Clt	25 15 22	Dan	07	Svendborg <i>Soph. Weber</i>	C-Ht-P;ch.frg; (sal);sfb;p.PP.	20.04 65-9	3.79 12-5	2.17 7-2	.....	Juelsminde Horsens	Christensen	Svdb. 7.07		
195	JULES-GOMMES, <i>Thoumire.</i> P.C. 6-85 (6.05)	11	3/3, L	1.1.	3m 1 P+8p	2595 2284	Frç	01 V.05	St-Nazaire <i>Chantiers de Penhoët.</i>	A: 2 comp; D. 18m60; R. 7m90 & 14m; G. 13m60;car.8.07;rp.06.	86.21 282-10	13.42 44-0	6.90 22-8	48 1/2 51 1/2	Bayonne	Société Bayonnaise de Navigation	Card. 8.07		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross Register	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	SHEATHING — REPAIRS														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
+	196	JULES-HENRY, <i>Escoffier</i> . Pétrole en vrac. (11.04) P.C. 6-85 (8.07)	1	3/3, L	1.1.	Bq 2 P	1094 1673 1692	Frç	00 V.04	Le Havre <i>Forges &amp; Chantiers de la Méditerranée</i>	A: 10 comp; D. 21m05; R. 7m32; G. 21m94; 2 p.A.; car. 8.07; rp. 07.	75.80 284-9	12.21 40-1	7.15 23-6	47 50	Marseille	Vimont & Co	Mrs. 8.07		
+	197	JULES-VERNE, <i>Besnard</i> . (4.07)	16	3/3, G	1.1	Dy	157 127 156	Frç	07	Fécamp <i>Masse &amp; Chan- telot</i>	C-Or; ch.m-frg; (sal); sfb.	26.40 86-8	7.63 25-0	3.50 11-6	.....	Fécamp	Merrienne & fils	Frç 4.07		
.	198	JULIA, <i>Reed, W.M.</i> (11.93)	11-4	—	—	Bq 2 P	799 718	Amr	77 O.93	Ellsworth <i>J. M. Grant</i>	C-Hk-B-Ht PP.ch.m- fr. 1 p.PP; 1 p.Sp; sal; SS.87; d.ft-m. 9.94; rp. 94.	47.20 155-0	10.35 34-0	5.94 19-6	.....	New-York	S. P. Black- burn & Co	Blt. 94		
+	199	JULIA, <i>Mudes</i> . 92-03	13	3/3, G	1.1.	Glt	166 132	Frç	02	Kerity <i>Bonne</i>	C-Or; ch.frg; sfb.	31.08 102-0	7.41 24-4	3.71 11-9	.....	Paimpol	G. Bonduelle	Pmp. 2.06 c.v. 2.06		
.	200	JULIA, <i>Le Goascou</i> . (5.04) 00-01	13-4	5/6, G	1.1.	B-G	110 94	Frç	75 O.02	Granville <i>Lecarpentier</i>	C-Or-Ht. ch.m-fr.sfb; p.n.95; SS.02; car. 5.04; rp. 05.	24.00 78-9	7.01 23-0	3.30 10-10	.....	Croisic	Capt	Nt. 12.05 c.v. 05		
.	201	JULIA (ex-Jault), <i>Kristenbrunn</i> . (7.06) 01-01	7-4	3/3, G	1.1.	G3m	166 144	Rss	99 O.07	Kasperwiek <i>J. Hantsky</i>	P; ch.frg; sfb; car. 5.07.	29.93 98-3	8.15 26-9	3.18 10-5	.....	Reval	J. Kristen- brunn	Rvl 5.07		
.	202	JULIA-CALVOCORESSI, <i>Forcas</i> . (12.06)	13-3	3/3, A	1.1.	Bq 1 P-B	451	Gre	93 O.07	Syra	C-P; ch.m-frg; d.ft- m. 10.06.	42.00 137-10	8.90 29-2	6.00 19-8	.....	Syra	Dim. Dello- gramatico	Cost. 2.07		
.	203	JULIA-MARIA, <i>Siljewitsch</i> . (8.04)	9-3	—	—	G3m	274 248	Rss	95 O.04	Wandsen <i>M. Morgenstern</i>	P-C; ch-fr; sfb; (sal); car. 10.05; rp. 06.	31.93 104-9	7.85 25-10	4.14 13-7	.....	Riga	Gebr. Muzneck (à Wandsen)	Lisb. 5.06		
+	204	JULIA-ROLLINS, <i>Kichne</i> . (4.00)	13-6	—	—	Bq 2 P	616 570	Amr	84 O.00	Baltimore <i>W. Skinner &amp; Son</i>	C-PP-Hk-Ac-Cd.ch.m- frg. (sal); d.ft-m. 9.01; SS.00.	44.63 146-5	10.66 3-50	5.19 17-0	.....	Baltimore	T. Rollins & Co	Blt. 01		
.	205	JULIA-3 <sup>a</sup> (ex-Arthur), <i>Davis</i> . (4.88)	11-4	—	—	Glt	202 175	Ptg	76 O.88	Espezedon <i>J. G. M. Branco</i>	P-C-PP.ch.m-frg; (sal); d.ft-m. 5.88; grp. SS.88.	28.40 93-2	6.90 22-7	3.21 10-6	.....	Lisbonne	M. A. Ennes & Co	Lisb. 89		
+	206	JULIANE, <i>Christensen</i> . (4.94) 92-94	16	3/3, G	1.1.	G3m	115 94 109	Dan	94 O.02	Odense <i>N. F. Hansen</i>	C-Ht; ch.frg; sfb; (sal); car. 3.04.	26.59 87-2	6.66 21-8	2.98 9-8	.....	Marstal	A. H. Petersen	Svob. 4.06 c.v. 3.06		
+	207	JULIE-HEDEGAARD, <i>Hansen</i> 01-01 (7.01)	16	3/3, F	1.1.	Glt	63 52 59	Dan	01	Aalborg <i>P. Bonnesen</i>	C-Ht; ch.frg; (sal); sfb; rp. 02; car. 11.05	21.12 69-4	5.99 19-8	2.29 7-6	.....	Svendborg	H. Henning- sen	Svob. 11.05		
+	208	JULIE-YVONNE, <i>Rio</i> . (6.97) (3/3, P. 1.1.)	14	...	...	Kt	40 20	Frç	97	Paimpol <i>Laboureur</i>	C; ch.frg; S.A; sfb.	16.21 53-2	5.56 18-3	2.84 9-4	.....	La Rochelle	Comte Neuilly de la Pastellière (à Paris)	Pmp 97		
+	209	JULIETTE, <i>Le Du</i> . (1.05)	16	3/3, G	1.1.	Glt	187 136	Frç	05	La Richardais <i>Tranchemer</i>	C-Or; ch.frg; (sal); p.P; sfb.	33.05 108-5	7.62 25-0	3.69 12-1	.....	Paimpol	Fresneau (à Brest)	Pmp. 2.07 c.v. 10.06		
+	210	JULIUS, <i>Huwe, W.</i> (4.03) 80-03	13	3/3, P	1.1.	Glt	57	Alm	03	Barth <i>C. Holzerland</i>	C-Ht; ch.frg; (sal); sfb.	20.86 68-5	5.93 19.6	2.27 7.6	.....	Stettin	Capt	Kngb. 8.05		

N. B — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



1. Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		GRÈEMENT NOMBRE DE PONTS	Brut Net Sous le pont			CONSTRUCTEURS	DOUILLAGE RÉPARATIONS									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠ 211	JULIUS, Winter, J. H. G. (4.04)	16	3/3, P	1.1.	Gls	59 48 52	Alm	01	Brunsbüttel Doose	C-Ht; ch. frg; (sal); sfb.	20.98 68-10	6.04 19-8	2.04 6-7	.....	Hamburg	Capt	Hbg 01				
✠ 212	JULIUS-B. (ex-Hoek-van-Hol- land), ..... (8.01)	II	—	—	G3m 2 P-B	1001 951	Arg	64 V.01	Kinderdijk	F; 2 comp; p-n.01; grp.01; car.2.03.	63.70 209-0	10.00 35-2	6.05 19-10	.....	Buenos- Ayres	F. & G. Go- tusso	B-A.03				
✠ 213	JULIUS-PALM (ex-Elisabeth), Jacobsson. (12.02) 75-95	I	—	—	Bq 1 P-B	852 800 743	Sds	84 V.02	Kiel Germania Werft.	F; 3 comp; p.P; rp- car.12.02.	54.90 180-0	9.70 32-6	5.67 18-7	=====	Malmö	R.W. Palm	Gls g 02				
• 214	JUNGE-PRINZ, Lammers. (12.91)	12-4	—	—	Glt	110 95	Alm	68 O.92	Nordloh H. Reil	C-Ht; ch. fr; sfb; p.n. 78; SS.80; rp-car.8.92.	24.5 80-5	5.9 19-4	2.92 9-7	.....	Geeste- münde	W. Schulek- mann	Leer 92				
✠ 215	JUNO, Godtfredsen, G. E. (11.89)	16	—	—	Glt	48 36 41	Dan	89 O.96	Rudkjøbing Joh. Boas	C-Ht; ch. frg; sfb; (sal); p.P; rp-93; car.6.96	17.2 56-5	4.7 15-5	2.35 7-9	.....	Marstal	Capt. (Ommel)	Svdb 02 c.v.99				
✠ 216	JUNO (ex-Antares), Thorsten- sen. (7.06)	I	3/3, L	1.1.	Bq 2 P	1161 1061 1087	Nrw	78 V.06	Vegesack H. F. Ulrichs	F; 2 comp; rp.95; car.7.06.	64.82 212-0	10.53 34-5	6.02 19-9	.....	Tvedes- trand	Carl Bech & Co	Hbg 7.06				
• 217	JUNON, Benoit. (3.02)	12-3	—	—	Bk 1 P-B	180 187	Frç	68 O.02	Granville Clément	C-Or-Ht; ch. frg; sfb; rp.87; car.12.96; p.n.02.	27.57 90-6	6.80 22-4	3.39 11-2	.....	Granville	Julienne	Grv. 04 c.v.04				
• 218	JUPITER, Jacobson. (10.01) 95-01	9-3	—	—	G3m	888 306	Rss	87 O.02	Orrenhof	P-C. ch. fr. sfb; rp- car. SS.9.02.	39.57 129-10	8.84 29-0	4.00 13-1	.....	Riga	Markson & C (Orrenhof)	Riga 02				
✠ 219	JUPITER, Brandman. (7.04)	11-3	3/3, G	1.1.	G3m	295 262	Rss	93 O.05	Randsküll-Kjel- kond Mangus	P-C; ch. fr; sfb; (sal); SS.05; grp-car.12.05.	36.58 120-0	7.67 25-2	4.06 13-4	.....	Arensburg	Chr. Markson	Riga 10.07 c.v.10.07				
• 220	JUPITER, Juhhe. — - 03 (7.03)	7-3	—	—	Glt	68 58	Rss	99 O.04	Sunzerand M. Jaga	P; ch. fr; sfb; rp.01; car.5.04.	20.42 67-0	6.17 20-3	2.24 7-4	.....	Dago- Kertel	S. Juhhe & C	Rvl 04				
✠ 221	JÜRGEN (ex-Jantje), Siewers. (10.05)	I	3/3, G	1.1.	Kff dv. 1m.	107 83 98	Alm	94 III 05	Martenshoek Niesteren & de Veldt	A-F; 2 comp; fd. pl. G-E; 1p.F; rp.05; car.6.07	25.48 83-7	5.85 19-3	2.27 7-6	.....	Hamburg	Capt	Hug 6.07				
✠ 222	JÜRGEN, Ulpts, G. (2.07) 90-93	14-6	3/3, P	1.1.	Glo	66 55	Alm	93 O.07	Hammelwar- den J. Fr. Strenge	C-Ht; ch. frg; sfb; rp-car. SS.3.07.	21.28 69-10	4.90 16-1	2.03 6-8	.....	West-Rhau- derfehn	Capt	Wes. 3.07				
✠ 223	JUSTO (ex-Erato), Persen. (12.95)	16-4	—	—	Bq 1 P-B	663 607 595	Nrw	73 O.96	Hamburg B. Wencke Söhne	C-Ht-PP. ch. m-frg; (sal); p.S; SS.90; d. fr-m. 4.94.	46.00 151 0	9.95 32-6	5.83 19-2	.....	Lillesand	J. C. Olsen	Cph. 96				

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			Register — under deck	gross				SHEATHING — REPAIRS								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	1	KAI, <i>Petersen, J. E.</i> (5.04) — - 04	16	3/3, P	1.1.	GLt	60 17 53	Dan	04	Odense <i>N. F. Hansen</i>	C-Ht; ch.frg; (sal); G.E;sfb.	22.00 72-2	6.00 19 8	2.13 7 0	.....	Nyborg	Capt	Svdh 11			
	2	KAIMA, <i>Kannula.</i> (5.04) — - 04	7-4	5/6, P	1.1.	GLt	142 136	Rss	99 O.04	Salmis	P;ch.fr; sfb; rp-car. 5.04.	26.52 87-0	6.85 22-6	3.05 10-0	.....	Kotka	J.F. Holm- lander	Riga 04			
✠	3	KAIULANI, <i>Colly.</i> (1.05)	I	3/3, A	1.1.	Bq 1 P-B	1570 1430	Amr	99 V.05	Bath (Me) <i>Arthur Sewall &amp; Co</i>	A; 2 comp; car. 3.06.	68.75 225-7	12.88 42-3	6.55 21-6	.....	San-Fran- cisco	E. R. Dimond & Co	S.F. 3.06			
	4	KALLIANTHI (ex-Marino), <i>Papadopolis.</i> (5.03)	13-6	3/3, A	1.1.	Bq 1 P-B	540 492	Gre	67 rc.03	Fiume	C;ch.m-fr;d.m.93; rc.SS.03.	42.50 139-6	13.00 42 8	9.00 20-6	.....	Le Pirée	S.Papadopolis	First 3.06			
✠	5	KALPS, <i>Tomson.</i> (9.04)	12	3/3, G	1.1.	G3m	284 246	Rss	01	Uppesgrive <i>Morgenstern</i>	P-C;ch.frg;(sal); sfb.	36.40 119-5	7.85 25-9	3.91 12-10	.....	Riga	M. Puhling & Co	Riga 11.06			
✠	6	KAMMA, <i>Fisker.</i> (8.05) 02 - 05	16	3/3, G A.&C.P.	1.1.	G3m	178 150 168	Dan	05	Svendborg <i>J. Ring Ander- sen</i>	C-Ht;ch.frg.sfb; (sal);p.P	33.30 109-3	7.97 26-3	3.17 10-5	.....	Svendborg	C. V. Peter- sen	Svdh. 8.05			
✠	7	KAMMERHERRE-SCHÜTTE, <i>Hansen.</i> (3.05) 77 - 77	16-3	3/3, A	1.1.	B-G	203 179 179	Dan	77 O.05	Horsens <i>Chr. Schröder</i>	C-Ht.ch.m-fr;g;p.P; d.ft-m.6.04;(sal);SS.93.	32.56 106-10	7.01 23-0	3.50 11-6	.....	Horsens	A. H. Brandt	Nt. 2.87			
✠	8	KAPDEFVAN, <i>Bengtsson, J.</i> (4.95)	13	3/3, P	1.1.	GLt	39	Sls	95 O.05	Halmstad <i>V. Frandsen</i>	C-Ht-P.ch.frg;sfb; (sal);p.P;car.7.05.	20.70 57-11	5.06 16-7	2.13 7-6	.....	Hellevik	Capt	Grh. 7.05			
	9	KARAL, <i>Sandberg.</i> (11.00) 99 - 01	9	3/3, A	1.1.	G3m	298 274	Rss	00 O.05	Margrafen <i>Muzneck</i>	P-C;ch.fr;(sal);d. ft-z.6.05;rp.05.	35.25 115-6	8.05 26-5	3.94 12-11	.....	Riga	M. Bahrseh & A. Jost	Glsn. 6.04 c.v.8.05			
	10	KARE, <i>Persson.</i> (5.02)	10	3/3, A	1.1.	G3m	277 247	Sls	02 O.07	Gefle <i>O. A. Brodin</i>	A-P-C;ch.frg;souff;S. 1.02.9.m.9.04;(sal);p.67.	36.52 119-10	8.02 26-4	2.97 9-9	.....	Gefle	O. A. Brodin	Gfl. 9.07			
✠	11	KAREN, <i>Larsen.</i> (2.06) 06 - 06	I	3/3, A A.&C.P.	1.1.	G3m	233 187 223	Dan	01 V.06	Rønne <i>Bornholms Mas- kefabrik</i>	A; 2 comp; 1 p.PP; grp.02;car.12.06.	34.20 112-3	8.05 26-5	3.30 10-10	21 24	Nexø	P. Berg	Hbg 1.07			
✠	12	KAREN, <i>Bager.</i> (3.05) 01 - 01	16-6	5/6, G	1.1.	BqG	125 100 116	Dan	78 O.05	Naaborg <i>P. Dyreborg</i>	C-Ht.ch.frg.sfb;(sal);p. P.93;SS.05;car.1.02.	27.30 89-7	6.23 20-5	3.14 10-4	.....	Marstal	H. Christen- sen	Svdh. 4.05 c.v.04			
✠	13	KAREN (ex Kristine), <i>Westh.</i> (2.96)	16-4	—	—	CLt	63 52 58	Dan	78 O.93	Fjellebroen <i>F. J. Hoffmann</i>	C-Htch.frg;sfb;(sal);p. P;SS.93;rp-car.12.95.	21.7 71-3	4.9 16-0	2.48 8-2	.....	Nexø	P. K. Sode	Kngb 98 c.v.96			
✠	14	KAREN, <i>Albertsen, H. P.</i> (9.98)	16	3/3, P	1.1.	GLt	61 50 57	Dan	98 O.06	Marstal <i>N. J. Jensen</i>	C-Ht.ch.frg;(sal); sfb;car.3.06.	21.16 69 5	5.87 19 3	2.20 7 3	.....	Marstal	Capt	Svdh. 3.06			
✠	15	KAREN, <i>Nielsen, A. R.</i> <i>Moteur aux.</i> (10.07)	I	3/3, P	1.1.	GLt	46 30 40	Dan	07	Svendborg <i>Ring- Andersen</i>	A; hel; 2 comp.	17.83 58 6	5.33 17 5	2.20 7 3	.....	Bandholm	Capt	Svdh. 10.07			

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules

## KAT

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GUEMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILAGE — RÉPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS ET POUCES	LARGEUR — EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE — EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	2	3		4	5	6													
+	16	KAREN (ex-Dalhanna), Jorgensen. (3.07) 89-03	13-3	5/6, A	1.1.		Bq 1 P-B	995 886 918	Nrw	80 0.07	Selmah (N-S) A. Mc Dougall	Sp-B-C.ch.m.frg;p.Sr. (sal);d.ft-m.3.07.	57.10 187-5	11.02 36-2	6.74 22-1	==	Kragero	O. Th. Bjor- dam	Plm. 3.07
+	17	KARENSINE, Hansen, H. J. 76-78 (1.04)	16-6	5/6, G	1.1.		Glt	82 73 79	Dan	78 0.03	Thurø C. Bom	C-Ht.ch.frg.sfb;rp. 02;SS.03;car.3.06.	22.1 72-6	5.8 19-0	2.79 9-2	.....	Svendborg	L. C. Nielsen (Thurø)	Svdb. 3.06
.	18	KARIN, voir aussi CARIN.																	
+	19	KARIN, Olson, P. (9.00) 73-00	12	3/3, G	1.1.		Glt	128 119	Sds	00 0.07	Oscarshamn C. Thoren	P-C.ch.m-frg; (sal);sfb;car.7.07.	27.61 90-7	6.60 21-8	2.67 8-9	.....	Skillinge	Capt	M.m. 7.07
+	20	KARIN, Christensen, L. (11.06)	16	3/3, G	1.1.		Glt	71 55 65	Sds	06	Odense J. Nielsen	C-Ht;ch.frg;(sal); sfb.	24.09 79-0	6.28 20-7	2.12 6-11	.....	Hven	Capt	Svdb. 11.06
.	21	KARL, voir aussi CARL.																	
+	22	KARL, Johansen, B. H. P. (8.02) (3/3, P. 1.1.)	16	...	..		Glt	59 17 55	Dan	02	Stubbekjøbing O. Hansen	C-Ht;ch.frg;sfb; (sal).	22.04 72-4	6.00 19-8	2.17 7-2	.....	Aeroskjø- bing	Capt	Cph. 02
+	23	KARL (ex-Die-Gartenlaube), Frøberg. (8.05)	13-4	5/6, G	1.1.		Bq 1 P-B	439 417	Sds	72 0.05	Stralsund	C-Ht;ch.m-frg;sfb; rp.02;car.8.05.	38.40 126-0	18.20 26-11	5.02 16-6	.....	Häfrerø	J. P. Ersson	Glt. 8.05
+	24	KARNEELS, Meyer. (10.99) 00-04	11	3/3, P	1.1.		Glt	147 126 126	Rss	99 0.05	Gross Irben A. Andersson	C-P;ch.fr;(sal);sfb; rp-car.2.05.	25.30 83-0	7.01 23-0	3.05 10-0	.....	Windau	Lepst, Heuten- berg & Blasse	Ld. 12.05
+	25	KASPER, Nilsson. (4.88)	13	—	—		Glt	40 25	Sds	88 0.94	Halmstad V. Frandsen	C-P-Ht.ch.frg;(sal) p.P;sfb;car.7.94.	19.6 64-4	4.5 14-9	1.78 5-9	.....	Sondrüm	F. Nilsson	Got. 94
+	26	KASTOR, Albertsen. (4.06)	16	3/3, P	1.1.		Glt	69 57 64	Dan	06	Stubbekjøbing O. Hansen	C-Ht;ch.frg;(sal); sfb.	23.96 78-7	6.04 19-10	2.20 7-3	.....	Marstal	A. C. Albert- sen	Cph. 4.06
+	27	KÄTE, Ulpts. 89-99	1	3/3, P	1.1.		Tjk 2 m	119 104	Alm	90 11103 V.07	Viervlatten J. Mulder	F; 2 comp;fd;plt; 1 p. F;rp-car.4.07.	26.0 85-4	6.2 20-6	2.30 7-7	.....	Westrhau- derfehn	Capt	Hbq. 5.07
+	28	KATE-F-TROOP, Corning. (5.07)	12-3	5/6, A	1.1.		Bq 1 P-B	1125 1097 1017	Ang	81 0.07	Tynemouth (N-B) J.S.Parker	Sp-B-PP-C.ch.m-frg; (sub);SS.03;d.ft-m.5.07; rp.07.	57.00 187-0	11.43 37-6	6.74 22-1	==	St-John (N-B)	Geo. N. Crosby	N-Y. 5.07
+	29	KATE-FISCHER (ex-Willem- Barents), Nielsen. (4.93)	16-6	—	—		Glt	84 78 72	Dan		Amsterdam Meuring & Huijgens	C.ch.frg;sfb; 1 p.P. 30; PP.78;rp-car.88.4.91	24.0 78-9	6.2 19-8	2.85 9-4	.....	Svendborg	Hans Iversen	Svdb. 94
.	30	KATHARINA, voir aussi CATHARINA.								78 0.94									

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY					
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER							SHEATHING													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND											REPAIRS													
	DATE OF TERM											IN METERS									IN FEET AND INCHES				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19							
✠	31	KATHARINA, <i>Sicleman</i> . (10.03)	9-3	—	—	G3m	245 223	Rss	76 re.91 O.04	Pernigel	P;ch.frg;sfb;(sal);p.n. 91;re.91;car.10.02;SS. 04.	31.12 102-1	7.17 23-6	3.06 12-1	.....	Riga	G. Schnohre	Gfl. 9.06							
✠	32	KATHINKA, <i>Olsen</i> . (3.06) 84-84	16-2	5/6, G	1.1.	Glt	94 80 90	Dan	74 O.00	Nübbel <i>H. G. Weber</i>	C-Ht.ch.frg.sfb;(sal); p.P.98;SS.00;rp-car. 5.06.	23.4 76-9	5.6 18-4	3.08 10-1	.....	Marstal	Capt	Mlm. 5.06							
•	33	KATIE-CLUETT, <i>Prettyman</i> . (8.04)	14-6	5/6, G	1.1	3mG	196 111 186	Ang	76 O.04	Fowey <i>Stephens</i>	C-PP;ch.frg;(sal);sfb; grp-car.SS.8.04.	28.75 94-4	7.04 23-1	3.50 11-6	26 29	Fowey	Charles Isaacs (à Liskeard)	Flm. 04							
✠	34	KATINA (ex-Anna), <i>Mourello</i> . (4.06)	15-2	5/6, A	1.1.	Bq 1 P-B	459	Tre	76 O.06	Sestri-Po- nente	C-PP;ch.m-frg;d. ft-m.—;rp.06.	—	—	—	.....	Constanti- nople	Joannis Mourello	Gtt. 4.06							
•	35	KATRI, <i>Kala</i> . (9.97)	10-4	—	—	Glt	127	Rss	97	Wehkaladi	P;ch.fr;sfb.	27.48 90-2	7.21 23-8	2.85 9-4	.....	Fredriks- hamn	A. Sipari	Ptb. 98							
•	36	KATRINE, voir aussi CATHARINA.																							
✠	37	KATRINE, <i>Andersson</i> . (3.02)	16-6	5/6, G	1.1.	Glt	76 66 70	Sds	76 O.02	Svendborg p. <i>Troensegaard</i>	C-Ht.ch.frg.sfb;rp. SS.02;car.3.99.	21.2 69-7	5.6 18-4	2.60 8-6	.....	Grundsund	C. Didriksson	Got. 04 c.v.02							
•	38	KEFLAVIK (ex-Pinta), <i>Jonsson</i> . (2.03) (3/3, G. 1.1.) 03-03	14-6	...	...	Kt	86 86 86	Dan	84 O.03	Goole	C-Or;ch.m;SS.03; d.ft-m.1.03.	23.32 76-6	6.34 20-10	3.26 10-8	.....	Keflavik	H. P. Duus (à Copenhagen)	Cph. 03							
•	39	KENILWORTH, <i>Amesbury</i> . (3.04)	1	3/3, L	1.1.	4 m 1 P-B	2293 2147	Amr	87 V.04	Port-Glasgow	A; 2 comp; p.P;rp. 07;car.2.04.	91.49 300-2	13.12 43-1	7.37 24-2	.....	New-York	Arthur Sewall & Co	M-V. 3.07							
•	40	KEPLER, <i>Cederquist</i> . (3.94)	10-4	—	—	Glt	86 82	Sds	78 O.94	Figeholm	P-C;ch.frg;sfb;p.n. 90;rp-car.SS.2.94.	21.52 70-8	6.10 20-0	2.82 9-4	.....	Helsing- borg	N. Lundh	Osch. 94							
•	41	KERJOSEPH (ex-Kenton), <i>Boju</i> . (7.03)	1	3/3, L	1.1.	Bq 1 P-B	669 582	Frç	77 V.03	Sunderland	F; 2 comp; 1 D.12m58; R. 7m25; G. 4m85;rp- 04;car.9.06.	55.97 183-8	9.16 30-0	5.30 17-5	.....	Nantes	Pitre Rozier	Nt. 9.06							
✠	42	KERNOA, <i>Dollo</i> . (2.04)	16	3/3, G	1.1.	Glt	181 19	Frç	04	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; (sal);sfb.	28.95 95-0	6.86 22-6	3.38 11-1	.....	Paimpol	Le Guével	Pmp. 4.06 c.v.4.06							
✠	43	KIANA, <i>Christensen</i> . (4.06) 92-96	16-3	5/6, G	1.1.	3m B-G	202 182 199	Dan	79 O.03	Marstal <i>H. J. Bage</i>	C-Ht.ch.frg;sfb;(sal);p. P.03;grp-car.SS.6.03.	32.40 106-4	7.10 23-4	3.61 11-10	.....	Marstal	R.J. Albertsen	Cph. 4.06							
•	44	KILMO, <i>Pulli</i> . (9.99)	8-4	—	—	Glt	130 125	Rss	99	Koiviston <i>J. Harilainen</i>	P;ch.frg;sfb.	27.26 89-5	7.32 24-0	2.78 9-1	.....	Viborg	Alex., Ad. & J. Pulli	Ptb. 99							
✠	45	KING-CYRUS, <i>Christensen</i> , <i>C. H.</i> (9.90)	12	—	—	G1m	718 680	Amr	90 O.96	Port-Blakely <i>Hall Bros</i>	P;ch.m-frg;(sal); sfb;p.P;car.2.98.	57.43 188-5	11.68 38-4	4.50 14-9	.....	San-Fran- cisco	J. Tuft	Nwc.00 c.v.00							

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## KOH

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION		MATÉRIAUX		LONGUEUR	LARGEUR	PROF. DE CALE	FRANG. D'ORD. SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net			CONSTRUCTEURS	DOUPLAGE — REPARATIONS											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																							
	DATE DU TERME																							
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19							
✠	46	KING'S-COUNTY, <i>Salter</i> (12.05)	14-6	3/3, L 1.1.	4 m 2 P-B	224 264 1982	Ang	90	O.05	Kingsport(N-S) <i>C. R. Burgess</i>	Sp-PP-B-Ht-C.ch.m- frg;(sal);d.ft-m.12.05; rp.SS.05.	77 72 255-0	13.83 45-5	7.80 25 7	66 1/2 72-0	Windsor (N-S)	C. R. Burgess	N.Y. 12.05						
✠	47	KING'S-COUNTY, <i>Karlson</i> . (12.87)	11-3	— —	Bq 1 P-B	906 844 812	Rss	71	O.88	Scots-Bay(N-S) <i>J. E. Steele</i>	Sp-B-C.ch.m-fred.ft-m 6.88;SS.88;(sal);rp.89	50.30 165-0	11.00 36-1	6.43 21-1	.....	Marie- hamn	K. A. Johans- son	Sws. 89 c.v.89						
•	48	KIRSTINE (ex- <i>Emery</i> ), <i>Dam</i> . (3.91)	14-3	— —	Glt	136 121 125	Dan	54 re.74 O.86	Canada	C-Ht-Or.ch.frg.sfb rp.82;SS.86;car.11.91.	25.90 88-3	6.20 20-4	3.50 10-9	.....	Svendborg	J.Ph. Jørgen- sen(à Thuro)	Ld. 91							
✠	49	KIRSTINE, <i>Rasmussen</i> . 82-05 (3.05)	16	3/3, G 1.1.	3mG	16 81 90	Dan	05	Marstal <i>J.A. Pedersen</i>	C-Ht;ch.frg;(sal); sfb;p.P.	24.80 81-3	6.50 21-6	2.61 8-7	.....	Marstal	N.E. Schmidt	Svab. 3.05							
✠	50	KIRSTINE (ex- <i>Mette</i> ), <i>Sören- sen</i> . (3.06) 86-88	16-4	5/6, G 1.1.	Glt	95 86 89	Dan	74 O.06	Newstadt <i>J. H. W. Benitt</i>	C-Ht.ch.frg;sfb;(sal); rp.96;SS.00;car.3.06.	22.1 72-6	5.7 18-9	3.20 10-6	.....	Svendborg	R.P. Sørensen (à Thuro)	Svab. 3.06							
✠	51	KIRSTINE-JENSEN, <i>Rosahauge</i> . (6.03) — - 05	1	3/3, G 1.1.	G 3m	168 153 160	Dan	99 V.03	Ronne <i>Bornholms Mas- kingfabrik</i>	A; 2 comp; 1/2 D. 6m27; p. P; car.9.05.	30.35 99-7	6.53 21-5	3.33 10-11	.....	Svendborg	Aktieselskabet « Anna K. Jen- sen »	Glsq. 9.05							
•	52	KJARTAN, <i>Jonsson</i> . (1.06)	12-6	5/6, G 1.1.	Kt	79 79	Dan	78 O.06	Dartmouth	C-Ht-PP;sfb;p.n. 06;grp-car.SS.1.06	22.86 70-0	6.15 20-2	3.20 10-6	.....	Havnefjord	J. P. T. Bryde	Gph. 1.06							
✠	53	KLADDERADATSCH, <i>Schlich- ting</i> . (6.00)	1 P. B.	— —	Kn	349 338	Alm	96 V.00	Papenburg <i>Jos. L. Meyer</i>	A; 5 comp; p. F. rp-car.1.02.	41.00 144-4	8.30 27-3	3.60 11-10	.....	Hamburg	Vereinigte Bug- sir-u. Fracht- schiffahrt-Ge- sellschaft.	Hbg 02							
•	54	KLARA, voir aussi CLARA.																						
✠	55	KLARA, <i>Österman</i> , <i>C. B.</i> (5.02)	14	3/3, G 1.1.	G 3m	97 83	Sds	02	Pukavik <i>C. Johannsson</i>	C-Ht-P;ch.frg; (sal);sfb;car.7.07.	26.72 87-8	6.68 21-11	2.37 7-10	.....	Astol	Capt	Hsh. 7.07							
✠	56	KLÉBER, <i>Chevalier</i> . (1.07)	15	3/3, G 1.1.	3mG.	277 214 250	Frç	07	St-Malo <i>G. Gautier</i>	C-Or;ch-cv.m.frg; sfb.	36.00 118-1	8.24 27-0	3.89 12-9	.....	Cancale	Capt	St-M. 2.07							
•	57	KLEBER, <i>Bouché</i> . (11.01)	13-4	3/3, G 1.1.	Glt	95 76	Frç	54 O.04	Fécamp	C-Or.ch.frg;sfb;p.n.99; car.11.99;SS.04;rp.66.	22.75 74-8	6.33 20-5	3.10 10-2	.....	St-Martin- de-Ré	Babiand	Brst 12.05 c.v.05							
•	58	KLIO, voir CLIO.																						
✠	59	KNUDSINE, <i>Madsen</i> . (8.04) 03-04	16	3/3, P 1.1.	Glt	54 50	Dan	04	Vejle <i>S. Lindtner</i>	C-Ht.ch.frg;(sal); sfb.	22.13 72-7	5.93 19-6	2.10 6-11	.....	Vejle	KnudMadsen	Svab. 6.06							
✠	60	KOWALA, <i>Dedrick</i> . (8.01) (3/3, G 1.1.)	14	— —	4 m Bq	891 779	Amr	01	Fairhaven	P;ch.m-frg;(sal); sfb.	59.33 194-8	12.12 39-9	4.77 15-8	.....	San-Fran- cisco	Hind, Rolph & Co	S-F. 01							

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN METERS IN FEET AND INCHES	BEAM  IN METERS IN FEET AND INCHES	DEPTH OF HOLD  IN METERS IN FEET AND INCHES	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY ROILER			DIVISION AND TERM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND															
	DATE OF TERM																				
	2	3				4														5	6
	61	KOIDULA, Reinholm. (9.00) 03-03	8	3/3, P	1.1	Glt	134 123	Rss	00	0.04	Arensburg A. Merritts	P-S;ch.fr;sfb.	29.10 95-6	7.72 25-4	2.94 9-8	.....	Reval	P. Salmann & Co	Hlsf. 04		
	62	KOITTO, Suomalainen. (9.07)	7-6	3/3, P	1.1	Glt	109 100 101	Rss	07		Lavansaari G. N. Söderlund.	P;ch.fr;(sal);sfb.	26.10 85-8	7.80 25-7	2.76 9-1	.....	Wiborg	J. E. Suoma- lainen	Wbg 8.07		
✠	63	KOKO-HEAD, Edwardsen. (3.02)	14	3/3, G	1.1	4m Bq 1 P-B	1084 1011	Amr	02		Oakland (Cal) W. H. Boole & Son	P;ch.fr;(sal);sfb; rp.05;car.11.06.	67.35 221-0	12.80 12-0	5.18 17-0	.....	San-Fran- cisco	Hind, Rolph & Co	Tcm. 11.06		
✠	64	KOMMODORE, Ehlert, E. (3.99) (3/3, P. 1.1.)	13	...	...	Glt	43 40	Alm	99		Seedorf & R. G. Krüger	C-Ht;ch.fr;(sal); sfb.	19.82 65-0	5.24 17-2	2.10 6-11	.....	Stralsund	Capt	Strs. 01		
✠	65	KONA, Dinsmore. (6.01) 88-01 (3/3, G.1.1.)	14	...	...	G4m	679 642	Amr	01		Alameda Hay & Wright	P;ch-fr;(sal);sfb; rp.03.	56.08 184-0	11.71 38-5	4.27 14-0	.....	San-Fran- cisco	Hind, Rolph & Co	Nwe.03 c.v.03		
	66	KONSTANTINOS, voir aussi	CONST	ANTIN	OS.																
	67	KONSTANTINOS-CRIARAS (ex- Ella-Nicol), Melis, J. (11.05)	14-4	5/6, G	1.1	Bq 1 P-B	475	Tre	72	0.05	Cardiff	T-C-P.ch.ev-frg;SS.94; rp.05;d.ft-m.10.05.	45.00 147-8	8.50 27-11	6.30 20-8	.....	Chios	Capt	Aix. 10.05		
	68	KORENTUS, Kiel. (6.02) -- 04	10-9	3/3, P	1.1	Glt	104 88	Rss	01	0.06	Kielkond Busch	P-C;ch.fr;(sal); sfb;car.8.04.	32.68 74-5	6.28 20-7	2.74 9-0	.....	Arensburg	L. Busch & Co	Riga 9.06		
	69	KORINTUS, Rosa. (7.00)	8-3	—	—	Glt	92 88	Rss	95	0.00	Dagö Kertel M. Pihel	P;ch.fr;sfb;p.P;car. 7.00.	20.58 67-6	5.94 19-6	2.79 9-2	.....	Dagö Kertel	I. Pihel & I. Rosa	Rvl 00		
✠	70	KORRIGAN, Guizennec. 05-06 (2.06)	16-13	3/3, G	1.1	Dy	83 60	Frç	06		Sables-d'Olonne Pitra	C;ch.fr;(sal);p.Sp. rp.06.	23.21 76-2	6.10 20-0	2.80 9-2	.....	Sables- d'Olonne	L. Draillard fils	Brst 10.06		
✠	71	KORRIGANE, Guézou. (8.05) 92-02	16-4	3/3, G c.p.	1.1	Glt	187 101	Frç	89	0.98	La Richardais L. Tranchemer	C-Or.ch.fr;(sal); (sal);p.S;car.1.05.	29.81 98-4	6.72 22-0	3.44 11-3	.....	Paimpol	Guézou (Kerity)	f.m. 3.05		
	72	KOSMOS (ex-Glenesk), Isak- sen. (7.06) p.c. 4.57	1	3/3, L	1.1	Bq 2 P	1316 1227 1226	Nrw	59	V.06	Liverpool T. Royden & Sons	F;comp;D.17m;G.11m; R.8m70;rp-car.7.06.	74.40 244-1	12.40 40-8	7.56 24-10	.....	Christian- sand	Sven O. Stray	Sgo. 7.86		
	73	KRASAVETZ (ex-George), Krohminn. (5.03)	13-2	—	—	G3m	304 289	Rss	72	0.07	Sunderland	C-P;(sal);d.ft.m. 95.	38.91 127-8	8.06 26-5	3.91 12-10	.....	Archangel	M. Antonov (à Keme)	2th. 5.05 c.v.03		
	74	KRISTENBRUNN, Kristenbrunn. (4.03) 04-07	8	3/3, G	1.1	B-G	222 179	Rss	03	0.07	Kasperwick Wendelin	P;ch.fr;(sal);sfb; car.5.07.	32.61 107-3	8.35 27-5	3.50 11-6	.....	Reval	J. Kristen- brunn	2v 5.07		
✠	75	KRISTIAN, Hansen, R. P. (3.98)	16	3/3, P	1.1	Glt	57 47	Dan	98	0.06	Thurö J. Ph. Jørgensen	C-Ht;ch.fr;(sal); (sal);rp-car.1.06	19.37 63-7	5.90 19-4	2.39 7-10	.....	Copenha- gue	Capt	Eph. 1.06		

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE JONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR — EN PIÈDES ET POUCHES	LARGEUR — EN MÈTRES POUCHES	CREUX DE CALE — EN MÈTRES POUCHES	FRANC BORD — EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE								
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net																					
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																													
	DATE DU TERME																													
	2	3		4	5	6	7	8		9	10	11		12		13	14	15	16	17	18	19								
•	76	KRISTINA, voir aussi CHRIS			TINA,	CHRIS	TIN	E,	K	RESTIN.																				
✦	77	KRISTINA, Andersson. (4.02)			14	3/3, G	1.1.	3mG	$\frac{92}{76}$	Sds	02	Carlshamn C. O. Pettersson	C-P; ch.frg;(sal); sfb; car. 4.07.			26.72 87-8	6.53 21-5	2.08 6-10	.....	Brantevik	S. P. Larsson	Capt. 4.07								
✦	78	KRISTINE (ex-Martha), Sörensen, S. A. (9.98) 04-05			15	3/3, P	1.1.	Gls	$\frac{51}{48}$	Dan	98 O.07	Barth C. Holzerland	C-Ht; ch.frg;(sal); sfb; rp.07.			19.53 64-1	5.57 18-3	2.11 6-11	.....	Vejle	Capt	Jy. 4.07 c.v.05								
✦	79	KRISTINE (ex-Kirstine), Mar- cher. H. (9.98) (3/3, P.1.1.)			16	...	...	Glt	$\frac{48}{45}$	Dan	98	Svendborg A. Jensen	C-Ht; ch.frg;(sal); sfb; car.12.99; rp.00			20.40 67-0	5.56 18-3	1.98 6-6	.....	Nexoe	Capt (à Skaarupør)	Kngl. 04 c.v.00								
✦	80	KRONEN, Hermansen. (3.03- 90-03)			16	3/3, G	1.1.	G3m	$\frac{121}{116}$	Dan	03	Kolding C. Christensen	C-Ht; ch.frg;(sal); sfb.			27.63 90-8	7.09 23-3	2.92 9-7	.....	Marstal	H. Chr. Carl- sen	Svoo. 3.06 c.v.3.06								
✦	81	KRUSE, Larsen. (7.03) 76-89			15-6	3/3, G	1.1.	Glt	$\frac{143}{185}$	Dan	89 O.09	Thurø C. Bom	C-Ht; ch.m.frg;sfb; p.P.03; car.3.02; SS. 03; rp.06.			27.12 89-1	6.80 22-4	3.30 10-10	.....	Svendborg	C. Bom (à Thurø)	Cmt. 10.06 c.v.10.06								
•	82	KURSEMNEKS, Bernstein. 02-07 (9.07)			9-3	3/3, G	1.1.	G3m	$\frac{274}{244}$	Rss	93 O.07	Wandsen M. Mauritz	P-C.ch.fr.sfb;(sal); rp-car.SS.9.07.			33.22 109-0	7.78 25-6	3.96 13-0	.....	Riga	Gebr. Muzneck	9.07								
✦	83	KVIK (ex-Manzu), Petersen. 02-04 (5.07)			13-4	5/6, G	1.1.	G3m	$\frac{241}{204}$	Dan	85 O.05	Maitland (N-E) Putman Bros	C-B-Sp; ch.m.frg;(sal); sfb; SS.98; rp-car.5.03.			37.80 124-0	6.10 20-0	3.17 10-5	.....	Nykjöbing (Jylland)	F.L.Knakker- gaard	Svth 6.07								
✦	84	KVIK, Philipsen. (4.93) 88-04			16	3/3, P	1.1.	Gls	$\frac{59}{48}$ $\frac{48}{57}$	Dan	93 O.01	Karrebæks- minde P.G.Hermansen	C-Ht; ch.frg;sfb; (sal); rp.00; car.7.07.			20.10 65-11	5.30 17-5	2.39 7-11	.....	Marstal	Capt	Svoo. 1.07								



SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER		gross — Register — under deck												
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
DATE OF TERM			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
			2	3								IN FEET AND INCHES						
+	1	L.-A.-VAN-ROMONDT ( <i>ex-Hides</i> ), <i>Lhones</i> . (10.02)	I	—	—	Bq 1 P-B	475 452	P-B	88 V.01	Lussinpiccolo <i>N. Martinolich</i>	A; 2 comp; p.P; rp-car.9.05.	43.00 144-0	8.70 28-6	4.55 14-11	.....	St-Martin	L. A. van Romondt	N.Y. 9.05
.	2	L.-H.-B., <i>Renault</i> . (3.05)	12-5	3/3, G	1.1.	Glt	94 46	Frq	94 O.05	La Richardais <i>L. Tranchemer</i>	C-Or; ch.frg; sfb. car.2.04.	24.99 82-0	6.38 20-11	2.85 9-4	.....	St-Servan	L. Hubert fils	St-P. 10.05 c.v. 05
+	3	L'ANGE,..... (10.97) (3/3, L.1.1.)	13	...	...	3mG 1 P-B	398 225	Frq	97	St-Malo <i>Gautier père</i>	C-Or; ch.m.frg; d. cv.11.97.	42.47 139-4	9.28 30-6	4.37 14-4	.....	Fécamp	Tranquille Monnier	St-M97
+	4	L'ESPÉRANCE, <i>Maréchal</i> . (2.00)	13-4	—	—	Glt	111 85	Frq	76 O.98	Dunkerque <i>Vanderiele</i>	C-Or.ch.ev.frg.sfb;p.P; p.n.92;rp.SS.92;car.97.	26.00 85-4	6.20 20-4	3.30 10-10	.....	Dunkerque	J. Maillard	Dk. 00 c.v.00
.	5	L'ESPÉRANCE, <i>Vandenbusche</i> . (1.05)	10-3	3/3, P	1.1.	Dy	73 56	Frq	97 O.05	Boulogne	C-Or; ch.frg; sfb; grp-car.1.05.	20.46 67-2	6.57 21-7	3.16 10-4	.....	Gravelines	Gourdin & Gotfoort	Dk. 1.05 c.v.1.05
.	6	L'ESPOIR ( <i>ex-Slava</i> ), <i>Troude</i> . (3.04)	12-4	3/3, A	1.1.	B-G 1 P-B	861 216	Frq	91 O.04	Lussinpiccolo	C-PP-P; ch.m.frg; d.m.1.04	35.33 116-0	9.01 29-7	5.14 16-10	.....	Granville	C. Bagot	Grv. 2.06
+	7	L'HERMITTE, <i>Legrand</i> . P.C. 6-85 (4.05) 00 05 (6.06)	I	3/3, L	1.1.	Bq 1 P+Bg	2180 1943 1943	Frq	02 V.03	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D. 17m; R. 12m30 & 12m70; G. 11m80; car.6.06; rp.05.	84.31 276-8	12.29 40-4	6.87 22-6	56 1/2 59 1/2	Dunkerque	Sté des Voiliers Dunkerquois	Av. 6.06
.	8	LA, voir aussi le nom qui suit.																
.	9	LA-ARGENTINA ( <i>ex-Durham</i> ), <i>Meini</i> . 79-04 (6.04)	I	3/3, L	1.1.	3 m 2 P	2034 1983	Arg	74 V.04	London <i>M. Wigram &amp; Sons</i>	F; 2 comp; D. 19m55; R. 7m32; G. 18m40; p.S; rp.04.	84.32 276-8	12.80 42-0	7.72 25-4	.....	Rosario	Eduardo Meincke	B-A.04
+	10	LA-BANCHE, <i>Lorant</i> . (4.06) P.C. 6-85 (9.06)	I	3/3, L	1.1.	Bq 1 P+Bg	2384 2100 1947	Frq	02 V.06	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D. 38m70; R. 3m63; G. 29m30; rp-car.9.06.	84.31 276-8	12.29 40-4	6.87 22-6	45 48	Nantes	J. B. Etienne	Ld. 9.06
+	11	LA-BRETAGNE, <i>Le Pluvar</i> . 95-97 (8.97)	13	3/3, G	1.1.	Glt	118 88 107	Frq	97 O.05	Nantes <i>E. Alleau</i>	C-Or; ch.frg; sfb; p.PP; rp-car.4.07.	26.37 86-7	6.46 21-2	2.91 9-7	.....	Nantes	Ch. Simon	B-L. 5.87
.	12	LA-BRETAGNE ( <i>ex-Elenora</i> ), <i>Pleingrain</i> . (4.07)	13-3	3/3, G	1.1.	Glt	89 65	Frq	90 O.06	Essex (F-U)	C-PP; ch.m.frg; (sal); sfb;p.Sp.03;rp-car.11.06.	24.97 81-11	7.32 24-0	2.80 9-2	.....	St-Pierre-Miquelon	Sécheries de Fécamp	St-P. 11.06
.	13	LA-BRETONNE ( <i>ex-Alma</i> ), <i>Lefeuve</i> . (3.02)	10-9	3/3, G	1.1.	Glt	106 63	Frq	01	Shelburne (N-S)	Sp-B-Ht; ch.m.frg; (sal); sfb.	26.76 87-10	7.13 23-5	2.80 9-2	.....	St-Pierre-Miquelon	R. Chuinard	Grv. 2.06 c.v.2.06
+	14	LA-BRUYÈRE, <i>Saint-Martin</i> . P.C. 6-85 (11.04) 00-03 (12.04)	I	3/3, L	1.1.	Bq 1 P+Bg	2198 1947 1958	Frq	99 V.04	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D. 17m; R. 12m35; R. 12m63; G. 11m80; p.A; rp-car.7.07.	84.14 276-1	12.31 40-5	6.89 22-7	58 61	Nantes	René Guillon & René Fleury	Av. 7.07
.	15	LA-CHECCHINA, <i>Loffredo</i> . (7.06)	14-4	5/6, M	1.1.	B-G	70 67	Itl	77 O.06	Castellamare <i>C. Bonifaccio</i>	C-P; ch.m.frg; sfb; SS. 97rp-car.6.03.	22.00 72-2	6.17 20-3	2.61 8-7	.....	Naples	P. A. Loffredo & Torre-del-Graco	Npl. 6.06

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			GUEMENT NOMBRE DE PORTS	PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR EN MÈTRES	LARGUEUR EN MÈTRES	CREUX DE CALE	FRANC BORD EAU SALE H. V. N. 1 Pouces	PORT D'ARMEMENT	ARMATEURS	DÉNIERS VISTE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	DE CONSTRUCTION — CONSTRUCTEURS				DOUILLAGE — RÉPARATIONS										
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3	4								5	6	7							
✠	16	LA-ENTRE-RIANA, . . . . Chaland. (12.06)	I	3/3, R.1.1.	—	360	Arg	06	Kinderdijk L. Smit & Zoon	A; 8 comp; 1 p. A.	45.00 147-8	8.50 27-10	3.12 10-3	.....	Buenos- Aires	Cia Arenera del Vizcano	Rd.	12.06		
✠	17	LA-FOI, <i>Vanhille</i> . (2.04)	15-6	5/6, G.1.1.	Glt	117 96	Frç	75 O.01	Dunkerque Vanderiele	G-Or.ch.cv-frg.sfb; p.n.92;SS.96;rp.92; car.11.04.	25.77 84-7	6.20 20-4	3.30 10-19	.....	Dunkerque	Deck-Vana- rien	Dk.	3.06 c.v.3.06		
✠	18	LA-FONTAINE, <i>Haumon</i> . P.C. 6-85 92-00 (10.04) (5.07)	I	3/3, L.1.1. A.&C.P.	Bq 1 P-B	2208 943 19-8	Frç	00 V.04	Nantes Chantiers de la Loire	A;2 comp;D.17m;R. 6m50,12m70;G.11m80; 1p.A;rp.05;car.5.07.	84.14 276-1	12.31 40-5	6.89 22-7	58 61	Nantes	René Guillon & René Fleury	Dk.	5.87		
✠	19	LA-FRATERNITÉ (ex-Saint- Pierre), <i>Dupart</i> . (7.99)	16	3/3, L.1.1.	Bq 1 P-B	477 352	Frç	99 O.05	St-Malo A. Bossard	C-Or;ch.m-frg; (sal);G-E;rp.02;d.ft-m. 2.05.	43.15 111-7	9.61 31-7	4.37 14-4	.....	Fécamp	H. Chedru	Fcp	4.87		
✠	20	LA-GAILLARDE, <i>Le Deist</i> , (2.97)	16	3/3, G.1.1. A.&C.P.	Glt	143 115	Frç	97 O.03	Dunkerque Derycksen	C-Or;ch.cv-frg; (sal);sfb.	29.74 97-7	7.14 23-5	3.39 11-2	.....	Dunkerque	G. Dinoir	Dk.	2.06 c.v.2.06		
.	21	LA-GIOVANNINA, <i>Baghino</i> . (4.03)	13-3	—	Glt	58 36	Itl	69 re.92 O.03	Castellamare di Stabia	C-P;ch.m.frg;sfb; rp-car.5.03.	18.45 60-6	5.04 16-6	2.15 7-1	.....	Livourne	G. Nericoli	Lvn.	03		
✠	22	LA-LIBERTÉ, <i>Gillet</i> . (10.95) (3/3, L. 1. 1.)	16	...	G3m	302 241	Frç	95 O.03	St-Malo Gautier fils	C-Or;ch.m-frg;d. ft-m.4.03.	39.25 128-10	8.55 28-1	3.85 12-8	.....	Fécamp	F. Boniface & C <sup>e</sup> (à Rouen)	Hv.	03		
✠	23	LA-LOIRE, <i>Guéno</i> . (6.97) 97-99	15	3/3, G.1.1.	Glt	115 84 107	Frç	97 O.06	Nantes Alleau	C-Or;ch.frg;sfb; car.2.06.	26.37 86-6	6.46 21-2	2.91 9-7	.....	Nantes	Ch. Simon	Nt.	2.06		
✠	24	LA-MANCHE (ex-Eduard), <i>Bouvier</i> . (8.02)	16-6	3/3, L.1.1.	Bq	385 262	Frç	86 O.03	Brake J. Oltmann We	C-Ht-PP;ch.m-frg; (sal);SS.03;d.ft-m.1.03.	39.00 128-9	8.25 27-1	4.01 13-2	.....	Granville	Riotteau & fils	Grv.	1.07 c.v.1.07		
.	25	LA-MÈRE-RABULIER, <i>Péron</i> . (7.07)	11-4	5/6, P.1.1.	Dy	36	Frç	82 O.07	Les Sables	C;ch.frg;sfb;car. SS.7.07;rp.07.	14.65 48-1	5.46 17-11	2.71 8-11	.....	Concarneau	Capt	B-I.	7.07		
✠	26	LA-MOUEETTE, <i>Kerfontaine</i> . (8.99) (3/3, P.1.1.)	15-13	...	Dy	38	Frç	99	Le-Palais Galto-Zonan	C-Or;ch.frg;sfb.	15.35 50-4	5.02 16-6	2.67 8-9	.....	La Rochelle	Hamet (à Paris)	B-I.	99		
.	27	LA-NORMANDE (ex-Janot), <i>Herbin</i> . (1.06)	9-3	3/3, P.1.1.	Glt	68 43	Frç	79 re.00 O.05	LaHave (N-E)	B-Sp-Ht-P;ch.m-fr. frg;(sal);sfb;SS.00; rp-car.10.05.	21.51 70-7	6.30 20-8	2.11 6-11	.....	Granville	R. Chuinard	St-P	10.05		
✠	28	LA-PEROUSE, <i>Corvec</i> . (10.05) P.C. 6-85 04-03 (4.06)	I	3/3, L.1.1. A.&C.P.	3 m 1 P-B	2186 1017 15-6	Frç	01 V.06	Nantes Chantiers de la Loire	A;2 comp;D.17m50;R. 6m50&17m90;G.14m15 rp.06;car.6.07.	84.31 276-8	12.29 40-4	6.87 22-6	56 59	Nantes	Cie Maritime Française	Hbg	6.07		
✠	29	LA-PLATA, . . . . . (12.06) Chaland.	I	3/3, R.1.1.	—	360	Arg	06	Kinderdijk L. Smit & Zoon	A; 8 comp; 1 p. A.	45.00 147-8	8.50 27-10	3.12 10-3	.....	Buenos- Aires	Cia Arenera del Vizcano	Rd.	12.06		
✠	30	LA-PORTENA, . . . . . (12.06) Chaland.	I	3/3, R.1.1.	—	360	Arg	06	Kinderdijk L. Smit & Zoon	A; 8 comp; 1 p. A.	45.00 147-8	8.50 27-10	3.12 10-3	.....	Buenos- Aires	Cia Arenera del Vizcano	Rd.	12.06		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD	SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	RIG	NUMBER OF DECKS	GROSS REGISTER under deck				SHEATHING	REPAIRS								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
.	31	LA-RENÉE (ex-Due-Caroline), Jourdain. (6.98)	12-6	—	—	B-G	100 81	Frç	88 O.98	Viareggio	C-PP-P;ch.m-frg; d.ft-m.11.97;rp.SS.98.	26.41 86-8	6.73 22-1	2.99 9-10	.....	Marseille	Cie Marseillaise de Madagascar (L. Besson & Co)	Mrs. 98 c.v. 98			
✦	32	LA-ROCHEFOUCAULD, P. C. 6-05 (7.07) Marchandau. (1.04)	I	3/3, L	1.1.	Bq 1 P-B	2200 1949	Frç	99 V.04	Nantes Chantiers de la Loire	A; 2 comp; D. 17m; R. R. 3m35; R. A. 12m65; G. 11m80; 1p. A; rp.03; car.6.07.	83.97 275-6	12.31 40-5	6.89 22-7	56 1/2 59 1/2	Nantes	René Guillon & René Fleury	Card. 6.07			
✦	33	LA-ROCHEJAQUELEIN, P. C. 8-114 (1.06) Durand. (1.06) 98 - 02	I	3/3, L	1.1.	Bq 1 P+Bp	2199 1954	Frç	02 V.06	Nantes Chantiers Nan- tais	A; 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m; rp.03; car. 1.06.	84.61 277-8	12.31 40-5	6.91 22-8	58 61	Nantes	Bureau Frères & Baillergeau	Prfl. 1.06			
.	34	LA-RONCIÈRE, Claireaux. (1.06)	10-2	3/3, P	1.1.	Glt	55 38	Frç	85 re.99 O.05	Conquerall (N-S)	Sp-B-Ht-P;ch.m-fr; (sal); sfb; re.SS.99; car. 11.05; rp.06.	19.60 64-4	6.50 21-4	2.31 7-7	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.06			
.	35	LA-SEINE (ex-Marguerite), Le Bourdais. (7.07)	9-3	3/3, G	1.1.	Glt	84 58	Frç	84 re.02	Lunenburg (N-S)	Sp-B-Ht;ch.m-frg;(sal); sfb;p.n.02;rp.07;car. 6.07.	22.10 72-6	7.01 23-0	2.54 8-4	.....	St-Pierre- Miquelon	G. Gautier (à Nantes)	St-P. 6.07			
.	36	LA-TOUR-D'AGON (ex-Gladys- May), Tholmer. (3.00)	11-3	3/3, G	1.1.	Glt	125 91	Frç	96 O.00	Shelburne (N-S)	Sp-B-Ht-P;ch.m-frg; (sal);sfb;car.4.02;rp.07.	29.48 96-9	7.56 24-9	3.06 10-0	.....	Granville	E. Lepanloue	St-P. 6.07 c.v. 6.07			
✦	37	LA-TOUR-D'Auvergne, P. C. 8-114 (6.04) Lebras. (9.05) 03 - 06	I	3/3, L	1.1.	Bq 1 P+Bp	2196 1948 1950	Frç	01 V.05	Nantes Chantiers de la Loire	A; 2 comp; D. 16m50; R. 7m50 et 12m60; G. 12m;rp.05;car.4.07.	84.44 277-1	12.31 40-5	6.87 22-6	56 1/2 59 1/2	Nantes	Cie Maritime Française	Dbl. 4.07			
.	38	LA-TOUR-D'Auvergne, Boitard. (2.06)	12-3	5/6, G	1.1.	Bk 1 P-B	188 150	Frç	78 O.06	St-Malo	C;ch.frg;d.z.1.01; p.n.05.	30.86 101-3	7.16 23-6	3.91 12-11	.....	St-Malo	M <sup>me</sup> Lemoine	St-M. 2.06 c.v. 05			
✦	39	LA-TZARINE, Oreel. (2.99)	13	3/3, G	1.1.	Glt latine	92 75	Frç	99 O.07	Dunkerque Cornemuse frès	C-Or;ch.frg;sfb.	24.09 79-0	6.72 22-0	3.09 10-2	.....	Gravelines	E. Gombert	Dk. 3.07 c.v. 3.07			
.	40	LABRADOR (ex-Unity), Caldas (4.03)	14-3	5/6, A	1.1.	G3m	233 216	Ptg	72 re.96 O.03	Goole	C-Or;ch.m-frg;(sal) SS.00;d.ft-m.3.00;rp.07.	31.29 102-8	6.94 22-9	3.90 12-9	.....	Lisbonne	Parceria Geral de Pescarias	Lisb. 5.07 c.v. 03			
✦	41	LACONIA, Langelier. (9.07)	12-3	3/3, G	1.1.	G3m	529 473 454	Ang	90 O.07	Pt-Grevell (N.S.) L. E. Graham	B-Sp-C;ch.m-frg;(sal); sfb;rp.SS.07;car.9.07.	45.49 149-3	11.32 37-2	3.96 12-8	.....	Barbados	J. F. Whitney (à New-York)	N-Y. 9.07			
✦	42	LADY-MABEL, Nelson. (7.83)	11	—	—	B-G	233 195	Ang	83 O.90	Parrsboro (N-S) W.W. Cannabel	B-Sp-C;ch.m-fr;(sal); p.Sp;d.ft-m.9.90;rp.90	36.04 118-3	8.13 26-8	3.23 10-7	.....	Sydney (N-S-W)	C. G. Warbur- ton & Son	Syd. 9.0			
.	43	LADY-OF-AVENEL, Tyrrell. (8.02)	14-6	5/6, G	1.1.	Glt	163 139	Ang	74 O.02	Falmouth Treshowan	C-Or-PP-Gr;ch.m-frg; sfb;SS.00;car.7.06.	30.22 99-2	7.01 23-0	3.70 12-2	28 28	Dublin	Charles Murray	Card. 6.07			
✦	44	LADYSMITH, Mahoney. (10.02)	12	3/3, G	1.1.	Bq 2 P	775 698	Ang	02	Economy (N-S) R. P. Soley	Sp-B-Ht-C;ch.m-frg; (sal);sfb;rp.05;car.3.07.	53 65 176-0	10.90 35-9	5.38 17-8	.....	Parrsboro' (N-S)	H. Gillespie	N-Y. 3.07			
✦	45	LAËNNEC, Guriec. (10.06) P. C. 6-85 (2.07)	I	3/3, L	1.1.	3m 1 P+Bp	2299 2011	Frç	02 V.07	St-Nazaire Chantiers de St- Nazaire-Penhod	A; 2 comp; D. 21m; R. 6m53 & 17m86; G. 17m50;car.2.07;rp.04.	85.71 281-3	12.41 40-8	6.93 22-9	56 59	Nantes	Sté des Arma- teurs Nantais	Sws. 3.07			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

LAS

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE FONTS	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE							DOUPLAGE — RÉPARATIONS								
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
+	46	LAGUNA, Woltmann, J. C. (3.07)	13-4	3/3, P	1.1.	Ev Dv	54 40 39	Alm	84	Haseldorf D. Schwartz	C.sfb.1/2 V;fd.plt. rp.00;car.6.03.	18.0 59-1	5.5 18-0	1.70 5-7	.....	Schulau	Capt (à Spitzerdorf)	Hbg 4.07 c.v.4.07		
+	47	LAGUNA, Schulte, T. (3.95) (3/3, P.1.1.)	14	...	...	KH Tjk dv. 1 m	49 43	Alm	95	Nordloh E. Reil	C-Ht;ch.frg;sfb; p.P.	17.50 57-5	4.50 14-9	1.70 5-7	.....	Barssel	Capt	Ppb.95		
+	48	LAHAINA, Carlson. (6.01)	14	3/3, G	1.1.	4 m 1 P-B	1067 994	Amr	01	Oakland W.A. Boole & Son	P;ch.frg;(sal);sfb; rp.05.	67.05 220-0	12.69 41-8	5.18 17-0	.....	San-Fran- cisco	Hind, Rolph & Co	Tom. 9.05 c.v.05		
+	49	LAIMA, Beldau. (3.03) 04-05	12	3/3, G	1.1.	Glt	148 125	Rss	03	Windau Wammus	P-C;ch.m.frg;(sal); sfb;car.7.06.	29.92 98-2	7.62 25-0	3.05 10-0	.....	Windau	F. Martinson & Co	Riga 7.06		
.	50	LAIMA, Powlowsky. (11.05) 99-05	8	3/3, P	1.2.	Glt	128 117	Rss	05	Upesgrawe I. Karklin	P-C;ch.fr;sfb;G E; p.P.	25.04 82-2	7.06 23-2	3.10 10-2	.....	Riga	I. Karklin & Co	Riga 11.05		
.	51	LAINA, Kääriä, E. (7.05) 01-05	8-3	3/3, P	1.1.	Glt	123 117 118	Rss	00 O.05	Neuvottoma	P;ch.fr;(sal);sfb; car.4.05.	26.30 86-9	7.45 24-7	2.90 9-7	.....	Viborg	A. B. Kääriä	Hist. 5.05		
+	52	LAINETAR (ex-Storforsten), Urnberg. (4.07) 89-06	11-4	5/6, G	1.1.	Bq 1 P-B	615 586	Rss	79 O.07	Strömme E.P.Kjaldström	P.ch.m.frg;(sal);SS.88 sfb;car.8.04;rp.07.	45.10 148-0	9.50 31-2	3.05 10-0	.....	Raumo	Juho Roos	Åbo 2.07		
+	53	LAMARTINE, ..... (8.98) (3/3, L. 1.1.)	13	...	...	G3m 1 P-B	423 381	Frç	98	St Malo. A. Baron	C-Or;ch.m.frg.d.cv 8.98.	41.86 137-6	9.20 30-2	4.45 14-7	.....	Fécamp	Tranquille Monnier	St-M.98		
+	54	LAMOTTE-PIQUET, Gallais. 90-07 (12.06)	13	3/3, A	1.1.	Glt	210 160 188	Frç	66	St-Malo G. Gautier	C-Or;ch.m.frg.d.m. 12.06.	32.84 111-1	7.80 25-7	3.65 12-0	.....	St-Malo	Saint-Mieux Ainé & Co	St-M. 3.07		
+	55	LANDSKRONA, Barker. (9.03)	13-4	—	—	Bq 1 P-B	1412 1330 1251	Ang	86 O.04	Gardners-Cr.ck (N-B) W.&R. Wallace	Sp-PP-B-C.ch.m.frg. (sal);rp.SS.01;d.it.m. 7.04.	63.05 206-0	12.11 39-9	7.14 23-5	==	Windsor (N-E)	C. H. Bass	Card 04		
.	56	LANGELAND, Jørgensen, J.C. (3.87)	13-4	—	—	Gls	84 31	Dan	57 re.82 O.87	Rudkjøbing	C-Ht-P.ch.frg.sfb; SS82;rp-car.4.87.	15.0 49-2	4.2 13-10	1.70 5-6	.....	Rudkjø- bing	Capt	Svdb90		
.	57	LANGOUSTE, Hernandez. Moteur aux. 79-07 (3.07)	13	3/3, G	1.1.	Glt	161 71 149	Frç	07	Bonne Kerity	C-Or Ht;ch.frg;hel; sfb;p.S;à Vivier	31.33 103-0	7.90 25-11	3.10 10-2	.....	Roscoff	Hernandez & Co	Pmp. 5.07		
+	58	LARS-JØRGENSEN, Jørgen- sen, J. (3.06) 76-77	16-4	5/6, G	1.1.	B-G	123 107 122	Dan	71 O.06	Svendborg J. R. Andersen	C-Ht;ch.frg.sfb;p.1/2 grp.SS.92;rp.SS.02; car.3.04.	28.52 93-7	6.45 21-2	2.87 9-5	.....	Svendborg	J.L.Jørgensen (à Thurø)	Svdb. 2.06		
.	59	LARUS (ex-Zwerver), Buis- man, P. (5.05)	I	3/3, G	1.1.	Tkdv 1mbse	106 83 94	P.B	94 V.05	Hoogezand E. J. Smit & Zo	A-F; 2 comp; G-E. 1 p.A;car.1.07.	26.00 85-4	5.90 19-4	2.27 7-6	.....	Groningen	Capt	Hbg 1.07		
+	60	LAS-CINCO-BOCAS, ..... Chaland. (12.06)	I	3/3, R	1.1.	—	300	Arg	06	Kinderdijk L.Smit & Zoon	A; 8 comp; 1 p. A.	45.00 147-8	8.50 27-10	3.12 10-3	.....	Buenos Aires	Cia Arenera del Vizcano	Rd. 12.06		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS  SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	RIG NUMBER OF DECKS	GROSS REGISTER under deck												
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
✠	61	LATONA, <i>Sellin</i> . (10.96)	13-3	—	—	Glt	120 112 114	Sds	65 O.96	Middelfart <i>H. Illum</i>	C-Ht.ch.m-frg;sfb;p.P. 90;grp.90;rp-car.SS. 9.96.	25.12 82-5	6.13 20-1	3.29 10-9	.....	Stockholm	J. Gustafsson	Hv. 96
✠	62	LAURA, ..... (5.05)	16-6	3/3, G	1.1.	Bq	384 368 336	Nrw	89 O.05	Nordby <i>L. Abrahamsen</i>	C-Ht-PP;ch.m-frg; (sal);sfb;rp-car.SS.5.05	39.10 128-4	8.03 26-4	4.80 15-9	.....	.....	.....	Av. 5.05
✠	63	LAURA, <i>Petersen</i> . (4.07) <i>86-01</i>	16-2	5/6, G	1.1.	B-G	146 133 141	Dan	70 O.99	Thurø <i>L. Kaas</i>	C-Ht.ch.m-frg;sfb;p. P.91;grp.91;SS.99;car. 3.05;rp.07	28.69 94-2	6.37 20-11	3.14 10-4	.....	Svendborg	Anna K. Jen- sen	Got. 6.07 c.v. 6.07
✠	64	LAURA, <i>Jensen</i> . (3.04) <i>04-04</i>	16	3/3, A	1.1.	G3m	120 100 113	Dan	04	Marstal <i>N. J. Jensen</i>	C-Ht;ch.m-frg; (sal);d.ft-m.3.04.	27.72 91-0	7.00 23-0	3.04 10-0	.....	Marstal	A. C. Chris- tensen	Svdb. 4.06
✠	65	LAURA, <i>Soderholm</i> . (10.01)	10-3	—	—	G3m 1 P-B	392	Rss	91 O.02	Kimito <i>G. A. Kronstrom</i>	P-S;ch.m-frg;(sal); d.ft-m.8.02;SS.02.	39.92 131-0	8.84 29-0	4.45 14-7	.....	Kimito	A.E.Mattsson	Hv. 1.05
✠	66	LAURA, ..... (8.91)	13-4	—	—	Bq 1 P-B	352 324 298	Sds	64 O.91	Harburg <i>G. H. Kraus</i>	C-Ht.ch.m-frg;(sal);p.S. d.ft-m.11.89;SS.86;rp.89	39.32 129-0	7.47 24-6	4.30 14-1	.....	Radmansö	N. A. Back- ström	Gfl. 91
.	67	LAURA-BELLE, <i>Aricique, D.</i> (5.94)	12-3	—	—	Glt	78 56	Frç	84 O.94	Bath (Me)	C-PP;ch.m-frg;d. ft-m.4.94.	25.00 82-0	6.68 21-11	2.26 7-5	.....	Fort-de- France	Brand & Capt	Mtn 94
.	68	LAURA-WILLIAMSON, <i>Lav.</i> (7.06)	14-3	5/6, G	1.1.	Glt	90 76	Ang	67 O.06	Sunderland	C-Or-PP;ch.m-frg; (sal);sfb;rp-car.7.06.	22.43 73-7	6.23 20-5	3.15 10-4	.....	Boston	F. Nurse (à Gloucester)	Fim. 7.06
✠	69	LAURE, <i>Cléopon</i> . (7.97) (3/3, P. 1.1.)	13	...	...	Glt	32 23	Frç	97	La Richardais <i>L. Tranchemer</i>	C-Or.ch.frg;sfb.	15.75 51-8	4.28 14-0	2.04 6-9	.....	Aiguillon s/Mer	Ybert	L-R.01
.	70	LAURENCE-&-DÉSIRÉE, <i>Garel</i> . (5.97)	12-3	—	—	Slp dy	49 38	Frç	67 O.95	Libourne	C-ch.fr.sfb.S.A;p.n.90; grp.SS.11.90;rp-car. 6.97.	16.54 54-3	5.10 16-9	2.05 6-9	.....	Lannion	Capt (à Pleu- meur Bondon)	Pmp 97
✠	71	LAURITZ, <i>Dam</i> . (9.07) <i>90-07</i>	16	3/3, G A.&C.P.	1.1.	3mG	183 158 173	Dan	07	Thurø <i>J. Ph. Jørgensen</i>	C-Ht;ch.frg;(sal); sfb.	32.74 107-5	7.63 25-0	3.42 11-3	.....	Svendborg	R.V.Rasmus- sen	Svdb. 9.07
✠	72	LAURITZ, <i>Folmer</i> (4.07) <i>96-07</i>	16	3/3, G	1.1.	3mG	78 65 73	Dan	07	Marstal <i>G. Clausen</i>	C-Ht;ch.frg;(sal); sfb;p.PP.	24.74 81-2	6.34 20-10	2.35 7-9	.....	Marstal	N.E.Schmidt	Svdb. 3.07
.	73	LAVALLE-MEDICI-Y-COMP <sup>a</sup> (ex-Jeannette), <i>Cerruti, L.</i> (1.02)	12-4	—	—	Glt 1 P-B	183 174	Arg	83 O.02	St-John(N-B) <i>F. Bouchard</i>	PP-Sp-C;ch.frg;(sal); grp.SS.02;d.ft.z.1.02.	30.50 100-0	8.00 26-3	3.83 12-7	.....	Buenos- Ayres	Capt	B-A.02
.	74	LE, ..... voir aussi le nom qui suit.																
✠	75	LE-BRIZEUX, <i>Conan</i> . (3.04)	14	3/3, P	1.1.	Dy	34	Frç	04	Belle Ile <i>Gallo-Conan</i>	C-Or;ch.frg;sfb.	14.45 47-5	5.31 17-5	2.11 6-11	.....	Belle-Ile	Bourhis (à Quimperlé)	Nt. 04

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX  DOUPLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX D'CALE	TRANC D'ARDE	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE			
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			GRÉMENT NOMBRE DE PONTS												Brut	Net	Sous le pont
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																					
DATE DU TERME																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	76	LE-CHOUAN, <i>Lissillour.</i> 99 - 02 (4.02)	13	3/3, G	1.1.	Dy	87 67	Frç	02	Sables d'Olonne <i>Landois &amp; Robi- lier</i>	C;ch.frg;sfb;rp- car.9.05.	23.27 75-4	6.22 20.5	2.87 9.5	.....	Sables d'Olonne	V <sup>ve</sup> Perroteau	St-M. 9.07 c.v.9.07			
.	77	LE-GALION (ex-Alexandre), <i>Boju.</i> (8.06) — - 07	I	3/3, L	1.1.	Bq 2 P	868 753	Frç	77 V.06	Aberdeen <i>A. Hall &amp; Co</i>	F; 2 comp; D. 12m50; G. 8.55; P. n.06; rp.07.	59.90 196.7	9.75 32-0	5.06 18-7	.....	Le Havre	Union des Char- geurs Coloniaux	Hv. 5.07			
✠	78	LE-LABORIEUX, <i>Carpentier.</i> (7.02) (3/3, G. 1.1.)	14	...	..	Dy	167 180	Frç	02	Fécamp	C-Or;ch.frg;sfb.	29.64 95-4	8.26 27-1	3.50 11-6	.....	Fécamp	V <sup>ve</sup> Pascal Tougaard	Fcp 02			
.	79	LE-LAMENTIN (ex-Quillots), <i>Piquet.</i> (11.05) — - 04	I	3/3, L	1.1.	Bq 1 P-B	715 650	Frç	75 V.05	Liverpool <i>W.H. Potter &amp; Co</i>	F; 2 comp; 1/2 D. 12m10; R. 6m; p. P. car. 3.07.	50.93 186.10	9.11 30-11	6.02 19-9	.....	Le Havre	Union des Char- geurs coloniaux	Hv. 3.07			
.	80	LE-MARIN (ex-Tahiti), <i>Sautrel.</i> 00 - 06 (4.06)	I	3/3, L	1.1.	Bq 1 P-B	681 584	Frç	63 V.06	Glasgow <i>C. Connell &amp; Co</i>	F; 3 comp; 1/2 D. 9m12; rp-car. 3.06.	55.95 183.7	8.84 29.0	5.93 19-6	.....	Le Havre	Union des Char- geurs coloniaux	Hv. 4.06			
✠	81	LE-PILIER, <i>David.</i> (5.06) P. C. 6-85 (3.07)	I	3/3, L	1.1.	Bq 1 P-B	2426 2086	Frç	02 V.06	St-Nazaire <i>Chantiers de la Loire</i>	A; 2 comp; D. 38m70; R. 3m63; G. 29m30; rp.04; car. 3.07.	84.27 276-5	12.31 40-4	6.87 22.6	45 48	Nantes	J. B. Etienne	Ld. 3.07			
.	82	LE-PLESSIS (ex-Golden- Sunset), <i>Boulet.</i> (10.04) 89 - 99	I	3/3, L	1.1.	Bq 1 P-B	545 497	Frç	76 V.04	Sunderland <i>J. Blumer &amp; Co</i>	F; 2 comp; 1/2 D. 9m75; R. 6m90; G. 5m20; p. n. 05; rp-car. 10.06.	48.59 159.5	8.57 28.1	5.21 17.1	.....	Nantes	Pitre Rozier	Nt. 10.06			
✠	83	LEA, <i>Johansson.</i> (5.96) (3/3, G. 1.1.)	12	...	..	G3m	292 268	Sds	96 O.03	Figeholm <i>C.F. Jacobson</i>	P-C.ch.m-frg;sfb; (sal);rp-car.9.03.	37.12 121.10	7.33 24.1	3.56 11.3	.....	Figeholm	G. Hammar- berg	Got. 03			
.	84	LEA-MARIE (ex-Ebro), <i>Mahé.</i> (3.00)	10-6	—	—	Glt	76 36	Frç	96 O.03	La Have (N-S)	Sp-B-Ht-P;ch.m.frg; (sal);sfb;rp-car. 3.01.	24.89 81.8	6.71 22.0	2.46 8.1	.....	St-Pierre- Miquelon	P. Eon	St-P.03 c.v.03			
✠	85	LEDA, <i>Bartels, P.</i> (3.92)	13-6	—	—	Ev dv	95 27	Ahn	79 O.93	Cranz <i>H. Siestas</i>	C.ch.fr;sfb;1/2V;f/d plb;p.S;car.8.93.	16.4 53.9	4.7 15-5	1.65 5.9	.....	Neuenfelde	Capt	Hbg 96			
✠	86	LEDA, <i>Wiren.</i> (9.99)	16-6	—	—	B-G	202 174	Sds	83 O.00	Leer <i>C. Schwoon</i>	C-Ht-PP.ch.m-frg; (sal);sfb;sS;rp.02;car. 7.04.	32.00 109.0	7.30 24-0	3.31 10.10	.....	Brantevik	O. M. Holm	Hrns 04			
.	87	LEEDS, ..... (3.98)	12-3	—	—	Glt	100 82	Ang	57 O.98	Goole	C-PP-Or;ch.frg;sfb;rp. P.91;grp-car. 88.3.98.	23.17 76.0	6.15 20.2	3.28 10.9	.....	Bideford	Thomas Jones	Flm.98			
✠	88	LEEP, <i>Leep.</i> (10.01)	11	3/3, A	1.1.	G3m	281 255	Rss	01	Uppesgrive <i>Stradneck</i>	P-C;ch.fr;(sal); d.ft-z.1.06.	35.81 117-6	7.67 25.2	3.96 13-0	.....	Riga	M. Leep	Gbr. 3.07			
✠	89	LEETCH (ex-Little-Harry), <i>Hansen.</i> (3.89)	11-1	—	—	Bk	352 311 302	Nrw	73 O.89	St-Martin (N-B) <i>W.H. &amp; J. Rowk</i>	Sp-B-C.ch.m.fr.d.ft.m. 11.87;rp.88.81.07.	39.47 129.6	9.14 30.0	3.96 13.0	.....	Porsgrund	O. D. Hansen & Co	Bx 89			
✠	90	LEIF, <i>Rasmussen.</i> (2.04) 03 - 04	16	3/3, G	1.1.	G3m	122 100 115	Dan	01	Rudkjøbing <i>J. Boas</i>	C-Ht;ch.frg;(sal); sfb;rp.04.	29.35 96.4	6.66 21.10	2.89 9.6	.....	Rudkjø- bing	H. A. Andrea- sen	Svdb. 3.06			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	DATE OF TERM													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	91	LEIF, <i>Andersen.</i> (7.04) 00-04	16	3/3, G	1.1.	3mG	175 149 166	Dan	04	Thurø <i>J. Ph. Jørgensen</i>	C-Ht; ch. frg; (sal); sfb; p.P.	31.64 103-10	7.57 24-10	3.45 11-4	.....	Svendborg	R. W. Rasmus- sen (Thurø)	Kngb. 9.06	
✠	92	LEIF ( <i>ex-Anglesca</i> ), <i>Daniel- sen.</i> (12.02)	12-3	5/6, A	1.1.	Bq 1P-B	1015 929 911	Nrw	79 O.02	Avondale (N.S.) <i>J. A. Harvie</i>	B-Sp-C-PP; ch. m. fr; (sal); sff. pr. 91rp. SS.02; d. ft-m. S. 06.	54.90 180-0	11.20 36-9	6.65 21-10	54 57	Porsgrund	Leif Gunder- sen	Lvp. 8.06	
.	93	LEKNA, <i>Johansson.</i> (5.05)	11-4	5/6, G	1.1.	G3m	204 186	Sds	77 O.05	Bergen	P-C; ch. m. frg; sfb; SS.05; grp-car. 1.06	33.52 110-0	7.32 24-0	3.42 11-3	.....	Halmstad	O. Boman	Got. 1.06	
.	94	LELIA ( <i>ex-St-Vincent</i> ), <i>Mottais.</i> (3.02)	10-7	3/3, G	1.1.	Glt	79 48 71	Frç	99	La Have (N-S)	Sp-B-Ht-Sp; ch. m. frg; (sal); sfb; car. 11.05.	22.70 77-7	6.64 22-4	2.74 8-10	.....	St-Pierre- Miquelon	La Morue Française	St-M. 2.07 c.v. 11.06	
✠	95	LELIO ( <i>ex-Alessandro</i> ), <i>Gian- noni.</i> (10.03)	14-4	—	—	B-G	155 147 155	Itl	79 O.04	Viareggio <i>A. Raffaeli</i>	C-P; ch. frg; sfb; rp. SS.04; car. 6.04	29.20 95-10	7.24 23-5	3.05 10-0	.....	Porto- Ferraio	A. Penco	Lvn. 04	
✠	96	LEMBIT, <i>Leelkain.</i> (11.03)	11-3	3/3, A	1.1.	G3m	320 285 285	Rss	92 O.03	Orrenhof <i>K. Rasoke</i>	P-C; ch. fr. (sal); d. ft. z. 11.03; rp. SS.03; rp. 07.	35.95 118-0	7.77 25-6	4.10 13-5	.....	Riga	M. Klein	Riga 10.07	
✠	97	LENITA, <i>Clausen.</i> (6.94)	14	3/3, L	1.1.	Bq 1P-B	450 401 397	Dan	94 O.01	Sundsvall <i>J. A. Strandberg</i>	P-PP; ch. m. frg; (sal); p. P; d. ft. m. 2.04; rp. 05.	42.60 152-11	7.58 24-10	4.33 14-7	.....	Nordby	Aktiebolaget Le- nita (P. H. Clausen)	Hall 12.05 c.v. 05	
.	98	LENNOK, <i>Martinson.</i> (9.06) 92-06	9-4	3/3, G	1.1.	B-G 3 m	377 338	Rss	86 re.06	Orrenhof <i>L. Buss</i>	P-C; ch. fr; sal; sfb; re- car. 9.06.	41.27 135-5	8.84 29-0	4.05 13-3	.....	Riga	M. Klein	Riga 9.06	
✠	99	LENU, <i>Grant.</i> (8.03) 00-03	11	3/3, A	1.1.	B-G 3m	342 329	Rss	03	Dreimansdorf <i>M. Sepp</i>	P-C. ch. fr. (sal); d. ft. z. 4.05.	37.79 124-0	8.38 27-6	4.14 13-7	.....	Riga	O. Grant & Co	Hbg 4.05	
✠	100	LENUCCIA-MONTI, <i>Monti.</i> (7.02)	13	3/3, A	1.1.	B-G A. & C. P.	226	Itl	02	Castellamare <i>F. Bonifacio</i>	C-P-PP; ch. m. frg; d. ft-m. 7.02.	35.74 117-4	7.65 25-2	4.14 13-7	.....	Naples	E. Monti (à Fo- rio d'Ischia)	Gn. 7.06	
✠	101	LÉON, <i>Deconinck.</i> (2.06)	16	3/3, G	1.1.	Dy A. & C. P.	101 72 101	Frç	06	Dunkerque <i>A. Ecotin</i>	C-Or; ch. ev. frg; (sal); sfb.	25.14 82-6	6.88 22-7	3.12 10-3	.....	Dunkerque	L. Dorine	Dk. 2.06	
✠	102	LEON-BLUM, <i>Louvet.</i> (3.06) P.C. 6-85 (12.05) 94-04	I	3/3, L	1.1.	3m 1P+Bp	2733 2316 2200	Frç	02 V.07	Rouen <i>Chantiers de St- Nazaire</i>	A; 2 comp; D. 41m50; R. 13m50; G. 15m; rp. 03; car. 1.07; rp. 07.	86.20 282-10	13.44 44-1	6.91 22-8	49 52	St-Nazaire	Sté Générale d'armement	Card. 1.07	
✠	103	LEON-BUREAU, <i>Main.</i> (5.06) P.C. 6-85 (4.07) 97-05	I	3/3, L	1.1.	3m 1P+Bp	1970 1808	Frç	02 V.06	Nantes <i>A. Dubigeon</i>	A; 2 comp; D. 17m69; R. 6m10 & 11m60; G. 15m; car. 5.06; rp. 07.	79.73 261-7	11.85 38-11	6.89 22-7	56 59	Nantes	L. Bureau & fils	M-V. 4.07	
✠	104	LEON-EMILIE ( <i>ex-Lurline</i> ), <i>Druais.</i> (10.06)	9-2	5/6, P	1.1.	GH	54 37	Frç	90 O.06	La Have (N-S)	C-Ms-Sp-P; ch. m. frg; sal; sfb; p. n. 00; grp. SS. 1.00; car. 4.05; rp. 06.	19.48 63-11	6.28 20-7	2.57 8-6	.....	St-Pierre- Miquelon	J. Etchevery	St-P. 1.07 c.v. 1.07	
✠	105	LÉON-XIII, <i>Lucas.</i> (5.05) P.C. 6-85 (1.07)	I	3/3, L	1.1.	3m 1P+Bp	1946 1715 1758	Frç	02 V.05	Nantes <i>A. Dubigeon</i>	A; 2 comp; D. 17m69; R. 6m10 & 11m60; G. 15m; rp-car. 5.06.	79.73 261-7	11.85 38-11	6.89 22-7	56 59	Nantes	Sté des Arma- teurs Nantais	Nwc. 10.06	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéciale.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TRIME	COTE	GRÈEMENT NOMBRE DE PONTS	Brut — Net — Sous le pont												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠ 106	LEONE, <i>Starita</i> . 73-03	(11.05)	13-4	3/3, L.1.1.	Bq 1 P-B	$\frac{686}{605}$ 590	Itl	79 O.05	Cassano <i>A Castellano</i>	C-P.ch.m;d.ft-m. 9.05;rp.ss.92;rp.65.	48.10 157-10	9.69 31-10	6.33 20-9	.....	Castella- mare	Héritiers de F. S. Ciampa (à Santagnello)	Gn. 10.05		
✠ 107	LÉONIE, <i>Pillet</i> . 94-01	(10.05)	13-4	5/6, G.1.1.	B-G	$\frac{188}{99}$	Frç	73 O.05	Méans <i>Ollivaud</i>	C.ch.frg;sfb;rp-car. SS.10.05.	23.27 76-5	6.20 20-4	3.42 11-3	.....	Nantes	P. Ch. Grenet	Aut. 10.05		
✠ 108	LÉONIE, <i>Féchant</i> . 00-00	(9.06)	14-4	3/3, P.1.1.	Slp	$\frac{47}{38}$	Frç	92 O.06	Paimpol <i>Laboureur</i>	C-Or-PP.ch.frg; sfb;car.7.06;rp.06.	18.00 59-1	5.64 18-6	2.55 8-4	.....	Tréguier	J. B. Féchant (à Pleubian)	Pmo. 7.06		
109	LÉONIE-EMMA, <i>Lorho</i> . 00-05 (11.05)		10-4	5/6, P.1.1.	Slp	$\frac{54}{40}$	Frç	80 O.05	Dunkerque <i>Cornemusfrères</i>	C-Or.ch.frg;sfb;p.S. 96;car.2.05;rp.SS.05.	17.7 58-0	5.5 18-0	2.64 8-8	.....	Le Havre	Maze	Ex. 11.05 c.v. 05		
110	LEONIS (ex-Orione), <i>Tripoli- lis</i> . (3.06)		14-3	3/3, A.1.1.	Bq 1 P-B	$\frac{679}{556}$	Grc	re.00 O.06	Savone	C-PP-Ml;ch.m-frg; d.m.2.06.	45.00 147-8	10.00 32-10	6.30 20-8	.....	Schiatos	Dim. Coufu- pandelis	Pir. 2.06		
✠ 111	LEONOR (ex-Humboldt), <i>Mignone</i> . (12.02)		1	3/3, L.1.1.	Bq 2 P	632	Itl	67 V.02	Glasgow <i>A. Stephens &amp; Co</i>	F; 2 comp: 2 p. P; car.6.06.	53.20 174-7	9.24 30-5	5.61 18-5	.....	Portofo- raio	Adolfo Migna- no fu B.	Gn. 6.06		
✠ 112	LEONORA, <i>Albano</i> . (9.98)		14-1	— —	3 m 2 P	$\frac{1492}{1568}$	Itl	69 O.94	Belfast <i>J.W. White &amp; Co</i>	C-PP.ch.m-fr;(sal);1 p. P; 1 p.Sp;SS.81;d.ft-m. 5.94.	60.55 198-10	11.87 39-0	7.32 24-0	.....	Castella- mare	G. Lubrano	Cit. 98		
113	LÉONTINE, <i>Vroland</i> . (1.04)		14-6	5/6, G.1.1.	GlT	$\frac{124}{98}$	Frç	78 O.04	Dunkerque <i>G. Beck</i>	C-Or.ch.cv-frg;sfb; p.n.07;SS.92;car.1.98; rp.05.	27.57 90-6	6.85 22-6	3.29 10-10	.....	Dunkerque	G. Beck	Ex. 2.07 c.v. 2.07		
✠ 114	LÉOPOLD, <i>Rabecq</i> . 82-04	(9.06)	13-6	3/3, G.1.1.	Kt	$\frac{87}{70}$	Frç	91 O.06	St-Malo <i>Gautier</i>	C-Or.ch.frg;sfb;rp- car.SS.9.06.	23.52 77-2	6.06 19-10	2.87 9-5	.....	Régneville	Esnol	8-1. 9.06		
✠ 115	LEOPOLDINE, <i>Lebigot</i> . (12.00)		16	3/3, L.1.1	3mG 1 P-B	$\frac{475}{357}$	Frç	00	St-Malo <i>A. Buron</i>	C-Or-Ht;ch.m-frg; (sal);d.m.3.04.	44.31 145-5	9.24 30-4	4.54 14-11	.....	St-Malo	E. Honduce	St-M. 2.06		
✠ 116	LEOPOLDO, <i>Cafiero</i> . (12.05)		13-3	3/3, A.1.1.	Bq 1 P-B	$\frac{728}{706}$ 627	Itl	78 O.05	Cassano <i>F. de Rosa</i>	C-Ml.ch.m-frg;SS. 94;rp.05;d.ft-m.6.06.	51.87 170-2	9.67 31-9	6.04 19-10	.....	Castella- mare	Ant. Lauro (à Meta)	Mrs 6.06		
117	LESVOS (ex-Ypatia), <i>Tsim- bicas</i> . (8.04)		14-6	5/6, M.1.1.	Bq 1 P-B	429	Trc	79 O.06	Gênes	C-PP;ch.m-frg;d. ft-z.8.02;rp.SS.04.	41.00 134-5	9.70 31-10	6.54 21-6	.....	Smyrne	Caracatzanis & Coutlidis	Smn. 8.06 c.v. 8.06		
118	LETIZIA (ex-Nicolaas), . . . . (3.98) (3/3, A.1.1.)		12-10	... ..	3mG 1 P-B	$\frac{536}{522}$ 498	P.B	98	Syra	P-C; ch.m-frg;d.ft- m.3.02.	43.10 141-6	9.46 31-1	5.98 19-8	.....	Batavia	P. Landberg & Zoon	N-Y.02		
✠ 119	LETO, <i>Madsen</i> . (9.92)		13-6	— —	Bq 1 P-B	$\frac{595}{547}$ 548	Nrw	80 O.92	Arendal <i>K. Larsen</i>	C-PP-P.ch.m.frg;p.P. (sal);SS.92;d.ft-m.1.96; rp.96.	45.05 147-10	9.62 31-7	5.78 19-0	.....	Arendal	Thommesen & Son	Lvp. 96		
✠ 120	LEUFSTA, <i>Nilsson</i> . (10.90)		12-4	— —	GlT	$\frac{208}{181}$ 175	Sds	73 O.91	Ängskär <i>E. Wirén</i>	P-C.ch.frg;sfb;(sal); p.S;rp.92;car.SS.4.91.	30.40 100-0	6.87 22-7	3.58 11-9	.....	Lands- krona	M. Jonsson	Mlm 92		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY															
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																																	
	DATE OF TERM																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																
+	121	LEVI, Mortensen, M. R. 88 - 06 (3.06)	16	3/3, P	1.1.	Glt	64 50 59	Dan	06	Marstal C. L. Johansen	C-Ht;ch.frg;(sal); sfb.	21.66 71-1	5.81 19 1	2.45 8 0	.....	Marstal	Capt (à Ommel)	Svdb. 3.06																
+	122	LEVI-G-BURGESS, Young- gren. (10.91)	13-6	—	—	3 m 2 P	1316 1475	Amr	77 O.91	Thomaston S. Watts	C-PP.ch.m-fr;(sal); 1 p. PP; 1 p.Sp;rp.85;d.ft- m.3.94.	66.29 217-6	12.55 41-2	7.38 24-3	.....	San-Fran- cisco	J. Jensen & Co	S-F. 94																
+	123	LEVI-S.-ANDREWS, Andrews O.A. (10.96)	13-6	—	—	Bq G 2 P-S	669 599 636	Amr	81 O.96	Thomaston (Me) Gerry & Co	C-PP.ch.m-fr;(sal); spawd; 1 p.PP; 1 p.Sp; rp.SS.96;d.ft-m.10.96.	49.73 163-1	10.40 31-0	5.36 17-7	.....	Thomaston (Me)	Capt	Bost.96																
.	124	LEVONIA, Missin. (5.00)	12-6	—	—	Kt	75	Esp	72 O.96	Jersey	C-Or-PP-P.ch.m-fr. p.n.S9;rp.SS.00;d.ft-m 5.03.	22.35 73 4	5.91 19 5	2.89 9-6	=====	.....	.....	Phm.03																
+	125	LEVUKA (ex-Union), Axelsen. (6.04) 87 - 02	1	3/3, L	1.1.	Bq 1 P-B	155 367	Nrw	78 V.01	Herburg C. H. Krauss	F; 2 comp; p. PP; rp.04;car.7.06.	44.82 147 1	8.24 27-1	4.85 15 11	.....	Kragerø	O. Th. Bjor- dam	Av. 7.06																
.	126	LEYLAND-BROTHERS, Bai- ley. (9.91)	1	—	—	3 m 2 P	2291 2238 2143	Ang	86 V.91	Southampton Oswald Mordaunt & Co	F; 2 comp; 1 p.P; 1 p.Sp;car.9.91.	86.60 284-0	12.20 40 0	7.38 24-2	64 1 67 2	Liverpool	The Sailing ship "Leyland-Bro- thers Co" (R. W. Leyland & Co)	Dk. 91																
.	127	LIBERTA, Mibelli. (5.02)	13-4	—	—	Glt	43	Itl	86 O.02	Pisa	C-P;ch.frg;sfb;car. 6.02.	19.20 63-0	5.30 17-5	1.80 5-11	.....	Livorno	Oreste Del Buono	Lvn.02																
+	128	LIBERTÉ, Le Roux. (6.03) 96 - 04	13	3/3, G	1.1.	Glt	166 130	Frç	03	Kerity Bonne	C-Or-Ht;ch.frg; sfb.	31.40 103-0	7.46 24-6	3.66 12-0	.....	Paimpol	P. Pouhaër	Pmp. 2.06 c.v.2.06																
.	129	LIBERTÉ (ex-Freedom), Lebras. (10.03) 00 - 03	13-4	—	—	Slp	83 51	Frç	84 O.99	Brixham	C-Ht-S;sfb;rp-car. 1.07.	24.55 80-7	6.35 20-10	3.09 10-2	.....	Boulogne	Duhamel	Pmp. 1.07																
.	130	LIBERTÉ, Voisin. (11.94)	8-4	—	—	Slp	32 19	Frç	81 O.94	Granville	C-Or-S;ch.frg;sfb; S.A;rp-car.5.95.	14.35 47-1	4.38 14-4	1.99 6-7	.....	St-Malo	Paris	St-M95																
+	131	LIBERTY,..... (11.00) Barge.	1	—	—	2 m 1 P-B	1944 1762	Amr	00	West-Superior Superior Ship- building Co	A; 4 comp.	74.98 246-0	12 80 42-0	7.62 25-0	.....	Duluth	International Steamship Co	Clv. 00																
.	132	LILGO, Strauch. (8.02) (3/3, G. 1. 1.)	9	...	...	Glt	110 95	Rss	02	Salismünde M. Aps	P-C;ch.fr;(sal); sfb.	25.25 82-10	6.85 22-6	2.95 9 8	.....	Riga	Capt	Ptb. 04																
.	133	LILNA, Kolman. (9.01)	8-3	—	—	Glt	145 128	Rss	97 O.02	Winlatti Ch. Just	P;ch.frsfb;car. 8.02.	27.80 91 3	7.65 25 1	3.17 10 5	.....	Lauenstadt	Fr., Ferd. & E. Kolman	Pir. 7 05																
+	134	LILKA, Pedersen. (5.05) 05 - 05	16	3/3, G	1.1.	3mG	53 78 87	Dan	05	Stubbekjøbing O. Hansen.	C-Ht;ch.frg;(sal); sfb;p.P.	25 57 83 11	6 93 22 9	2.11 8 0	.....	Marstal	R. Pedersen	Gph. 6.05																
.	135	LILIA, Le Gouée. (3.03)	13-3	—	—	Glt	103 81	Frç	66 O.03	Dunkerque B. Derycke	C-Or;ch.ex-fr;sfb; (sal);p.n.93;rp-car.SS. 3.03.	22.1 72-6	5.9 19-4	3.40 11-2	.....	Portrieux	Le Gouée	B.st 2.05 c.v.2.05																

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Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRADIENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN PIEDS ET POUÇES	LARGEUR EN MÈTRES	CREUX DE CALE	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net				DOUBLAGE	RÉPARATIONS									
	DATE DE DÉPART DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																						
	DATE DU TERME																						
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19					
✠ 136	LILJA, Vidmont.	(10.03) 97-03	43	3/3, G	1.1.	Glt	184 138	Frç	03	LaRichardais L. Tranchemer	C-Or; ch. frg; (sal); sfb	33.17 108-10	7.43 24-4	3.68 12-1	.....	Paimpol	Fr. Gicquel	Pmp. 1.66 c.v. 2.06					
✠ 137	LILLA, Aanonsen.	(5.07)	I	3/3, L A.&C.P.	1.1.	Bq 2 P	1125 1030	Nrw	86 V.07	Rostock Rostocker Actien Ges. für Schiffb.	F; 3 comp; 2 p. Bois; rp. 07; car. 6.07.	61.90 203-0	10.47 34-5	6.07 19-11	46 50	Porsgrund	Gulf Machine Works (à Pensacola)	Psc. 6.07					
✠ 138	LILLOISE, Carfantan.	(1.01)	43	3/3, G	1.1.	Glt	165 126	Frç	01	LaRichardais L. Tranchemer	C-Or; ch. m-frg; sfb; rp. 04; car. 12.06.	28.81 94-6	7.05 23-1	3.41 11-2	.....	St-Servan	de la Celle	St-M. 3.07					
✠ 139	LILLY, Rasmussen.	(3.07) 83-91	46-G	3/3, G	1.1.	G3m	161 145 153	Dan	91 O.07	Thurø J. Ph. Jørgensen	C-Ht; ch. m-frg; sfb; (sal); car. SS. 2.07.	30.10 98-9	6.70 22-0	3.29 10-10	.....	Svendborg	L. Rasmussen (à Thurø)	Svob. 2.07					
140	LILLY (ex-Norman), Håkansson, H.	(7.06)	44-3	3/3, G	1.1.	Gls	96 82	Sds	94 O.07	Bergen	P-C; ch. frg; (sal); sfb; rp-car. 4.07.	25.60 84-0	6.84 22-5	2.68 8-10	.....	Skillinge	Capt	Crth. 4.67					
141	LILY, Dracopoulos.	(6.99) (3/3, P. 1.1.)	40	...	...	1 m	43	Grc	98	Syra S. Fatouris	Ml-C; ch. m-frg; sfb.	16.17 53 1	6.07 19-11	2.44 8-0	.....	Syra	Dambasis frères	Syra 91					
142	LILY (ex-J.-L.-Pendergast, Olsen.	(7.92)	41-3	—	—	Bq 2 P	560 499 546	Nrw	71 O.92	Quebec Russel	C-Or-P; ch. m-frg; (sal); 2 p. P; SS. 92; d. ft. m. 4.95; rp. 95.	47.75 153-8	9.32 30-7	5.36 17-7	.....	Drammen	J.A. Schwartz	Chrt 95					
✠ 143	LIMA (ex-Lennie, Karlsson.	(12.04)	41-2	—	—	Bq 1 P-B	990 971 869	Rss	71 O.04	Bellevue Cove (N-E) R. Bellevue	Sp-B-Ht-PP-Hk-C; p. Sp; SS. 79; aff. p. 48; d. b. 86-92; rp. 04.	53.30 175-0	10.70 35-0	6.70 22-0	==	Marie- hamn	Robert Mattsson	Åbo 04					
144	LINA, Ulpts, Th.	(3.95)	43	3/3, P	1.1.	Glo	75 63 68	Ahm	95 O.02	Fünfhausen J. F. Strenge & Sohn	C-Ht; ch. frg; sfb; rp. 02; car. 5.06.	23.80 78-2	7.81 25-8	1.97 6-5	.....	West-Rhauderfehn	Capt	N.C. 6.06					
✠ 145	LINA, Pingster.	(9.04) 03-03	I	3/3, A	1.1.	G3m	227 190 203	P-B	99 V.04	Martenshoek Gebr. Verstoicht	A-F; 2 comp; p. F. rp. 03; car. 9.04.	35.64 117-0	7.19 23-7	3.05 10-0	16 1/2 19 1/2	Amster- dam	E. Gorter	Hbg 01					
146	LINA, Fritzmann.	(5.92)	3-3	—	—	Glt	101	Rss	57 O.92	Uggenzeem C. Ohrmann	P-C; ch. fr. sfb; G-E. rp-car. 9.90.	20.30 66-7	7.30 24-0	3.20 10-6	.....	Riga	E. H. Breede	Riga 92					
147	LINA, Ansenau, P. H.	(6.96)	3-3	—	—	Glt	47	Rss	93	Dondangen P. Reinne	C-P; ch. fr; G-E; à clin; sfb; car. 6.96.	14.92 49-0	5.47 18-0	2.20 7-3	.....	Dondan- gen	Capt	Lib. 96					
✠ 148	LINA, Andersson.	(10.00)	42	3/3, G	1.1.	G3m	257 226	Sds	00 O.05	Oscarshamn C. Carlsson	P-C; ch. frg; sfb; (sal); rp. 07; car. 4.09.	36.52 149-10	7.57 24-10	3.19 10-6	.....	Kristine- hamn	E. L. Jern	Crth. 10.07					
149	LINDA, Matamala.	(11.04)	42-4	5/6, A	1.1.	Bq 1 P-B	273 361	Esp	55 re 72 O.04	Arenys	C-Ml; ch. ev-m. p. n. 73; grp. 78; SS. 93; d. ft. m. 11.04; rp. 06.	37.42 122 9	9.02 29-7	4.60 15-1	.....	Barcelone	A. Matamala (à Premia)	Brc. 5.06					
✠ 150	LINDA, Wägl.	(6.02) 88-06	44-3	—	—	G3m	326 296	Rss	91 O.02	Ohrenhof	P-C; ch. fr; (sal); d. ft. z. 9.03; SS. 02.	38.70 127-0	8.40 27-8	4.40 13-3	.....	Riga	M. Klein	Riga 8.06					

N. B. - Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN METERS  IN FEET AND INCHES	BEAM  IN METERS  IN FEET AND INCHES	DEPTH OF HOLD  IN METERS  IN FEET AND INCHES	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY											
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER																									
	1	2	3			4														5	6	7	8	9	10	11	12	13	14	15
	151	LINDA, <i>Pahlberg</i> . (8.01)	8	3/3, G	1.1.	Glt lat.	117	Rss	01	Reval	P;ch.fr;sf;car. 7.07.	27.12 89-0	7.50 24-7	2.84 9-4	.....	Reval	Edward Lang- sepp	P.b. 7.0												
+	152	LINDHARDT, <i>Madsen</i> . (4.03) 86-03	16	3/3, G	1.1.	G3m	225 162 214	Dan	03	Thurø <i>Chr. Bom</i>	C-Ht;ch.fr;g;(sal); sf.	34.91 114-7	7.94 26-0	3.74 12-3	.....	Svendborg	Cl. P. Clem- mensen	Svdo 1.06												
+	153	LINDSTÖL, <i>Jensen</i> . (7.03)	13	3/3, L	1.1.	3m Glt	408 367 354	Nrw	03	Riisøer <i>Lindstøl</i>	C-PP-P;ch.m.fr;g; (sal);d.ft.m.2.06.	40.19 132-0	8.83 29-0	3.90 12-10	.....	Riisøer	J. W. Preben- sen	Ardl. 2.06												
+	154	LINE-HÖGE, <i>Höge, J.</i> (8.97)	16	3/3, G	1.1.	Gls	60 50	Alm	97	Wewelsfleth <i>J. Peters</i>	C-Ht;ch.fr;g;sf; (sal);car.04;rp.06.	18.00 59-1	5.64 18-7	2.28 7-6	.....	Hamburg	Capt (in Uetersen)	Hbg 9.06												
+	155	LINE-MARGRETHE, <i>Höier, H.</i> (5.97) (3/3, P.1.1.)	13-14	...	..	Gls	47 38 45	Alm	97	Assens <i>H. Christoffersen</i>	C-Ht;ch.fr;g.sfb.	19.21 63-0	5.34 17-6	2.10 6-11	.....	Hadersle- ben	Capt	Svdb97												
+	156	LINEA, <i>Nilsson</i> . (9.02)	12	3/3, G	1.1.	G3m	175 156	Sds	02	Saltvick <i>F. A. Demer</i>	P-C;ch.fr;g;(sal); sf;rp.04.	32.06 103-2	7.20 23-8	2.90 9-6	.....	Rotvik	S. Svensson	Osch. 4.05 c.v. 4.05												
+	157	LINEA, <i>Jonsson, V.</i> (7.06)	16	3/3, G	1.1.	Glt C. P.	76 61 70	Sds	06	Svendborg <i>Ring Andersen</i>	C-Ht;ch.fr;g;(sal); sf;rp.07.	24.06 78-11	5.73 18-10	2.2 7-5	.....	Hven	Capt	Stk. 6.07 c.v. 6.07												
	158	LISA, <i>Pruun</i> . (8.01) 03-03	8	3/3, G	1.1.	Glt	146 128	Rss	01	Kasperwik <i>K. Saulane</i>	P;ch.fr;(sal);sf; car.7.05.	28.00 91-10	7.74 25-5	3.02 9-11	.....	Reval	J. Kristen- brunn	Kiel 7.05												
+	159	LISBETH, <i>Jacobsen</i> . (9.06) 06-06	16	3/3, P	1.1.	Glt	54 40 49	Dan	06	Vejle <i>S. Lindtner</i>	C-Ht;ch.fr;g;(sal); sf.	22.22 72-11	6.77 22-2	2.09 6-10	.....	Vejle	H. Daugaard	lyl. 9.06												
+	160	LISBOA, <i>Pettersson</i> . (2.94)	12-6	—	—	Glt	153 116 139	Sds	75	Timmernab- ben <i>C. Bring</i>	P-C;ch.m.fr;g;(sal);p.S souff.pr.d.it.m.4.90; SS.94.	27.98 91-10	6.65 21-10	3.27 10-9	.....	Brantevik	N. Persson	Kngb 96 c.v. 94												
+	161	LISETTE, <i>Catherine</i> . (8.95)	16	3/3, A	1.1.	3m B-G	355 301	Frç	95	St-Malo <i>Gautier père</i>	C-Or;ch.m.fr;g;(sal);p. PP;d.m.1.05;rp.05.	41.77 137-0	9.09 29-10	4.00 13-1	.....	Bayonne	S. M. Légasse Neveu & Co	St-M. 1.07												
	162	LISETTE-MATILDA, <i>Gut- schmit</i> . (7.98)	8	—	—	Glt	72 68 68	Rss	98	Rojen <i>Morgenstern</i>	P-C;ch.fr;sf.	18.99 62-4	5.97 19-7	2.69 8-10	.....	Riga	F. Gutschmit & F. Reinberg	Riga 98												
	163	LISTA, <i>Coll</i> . (9.00)	12-2	—	—	B-G	279 208	Esp	66	Arenys O.00	C-M;ch.m;d.m. 10.98;SS.93.	28.04 92-0	8.06 26-5	3.99 13-1	.....	Barcelona	Capt	Brc. 00												
	164	LIVADIA, <i>Barris</i> . (10.05) 92-05	9-6	3/3, G	1.1.	G3m	297 261	Rss	84	Mellesil <i>R. Tuum</i>	P-C;ch.fr.sfb;p.P; re-car.10.05.	35.90 118-0	8.84 29-0	4.10 13-6	.....	Riga	E. Moritz & Co	Riga 10.07												
+	165	LIVLIG (ex-Dos-Hermanos), <i>Nygaard</i> . (12.04)	16-3	5/6, G	1.1.	B-G	276 217 240	Nrw	72	Brake <i>J. Oltmann We</i>	C-Ht-PP;ch.m.fr;g;(sal) sf;rp.SS.99;car.5.04; souff.5.07.	36.00 118-1	7.93 26-0	3.94 12-11	.....	Fredriks- hald	A. Syversen	Chrt. 5.07												

N.B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION CONSTRUCTEURS	MATÉRIAUX DOUBLAGE RÉPARATIONS	LONGUEUR EN MÈTRES 13	LARGEUR 14	CREUX DE CALE 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT 17	ARMATEURS 18	DERNIÈRE VISITE 19
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & FERRIE 4	COTE		GRÈNEMENT NOMBRE DE PONT 5	Brut Net 8											
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
DATE DU TERME 3																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠ 166	LIZZIE, <i>Florin.</i>	(7.92)	42	—	—	Glt	285 247	Ang	92	Mahony-Bay (N-S) <i>J. W. Zwicke</i>	Sp-B-Ht-P-C; ch. m-frg(sal); sfb; p. Sp	36.81 120-9	7.87 25-10	3.94 12-11	.....	Sydney	The Dominion (C-B) Coal Co	Wds 92
✠ 167	LIZZIE-BURRILL, <i>Robertson</i>	(12.99)	41-3	—	—	3 m 1 P-B	1207 1185 1101	Ang	75 0.95	Little-Brook (N-S) <i>W. Burrill &amp; Co</i>	Sp-B-Ht-Hk-C; ch.m-fr. (sal); rp. SS.90; p. Sp.95; sf. Sp. d.m. 12.99; rp.99.	57.90 190-0	11.43 37-5	6.77 22-2	==	Wind-or (N-S)	D. Munro	Mob. 01
168	LIZZIE-ELLEN, <i>Holt.</i>	(8.90)	42-3	—	—	Glt	114 99 85	Ang	74 0.90	Cardigan	C-Gr.ch.m-frg.sfb; rp-car. 8.90.	25.41 83-5	6.52 21-5	3.15 10-4	.....	Chester	Saml Coppack	Plm. 90
169	LIZZIE-TRENBERTH, <i>Cawthick</i>	(12.03)	42-3	—	—	Glt	125 95 124	Ang	67 0.03	Par <i>Tregaskes</i>	C-Gr-Or-PP; ch.m-frg; sfb; grp; SS.94; rp-car. 12.03.	28.19 92-6	6.76 22-2	3.76 12-4	==	Fowey	Inkerman Tregaskes	Flm. 03
✠ 170	LLEWELLYN-J.-MORSE, <i>Clapp.</i>	(9.91)	44-6	—	—	3 m 2 P	1893 1825	Amr	77 0.91	Brewer (Me) <i>J. Oakes &amp; Son</i>	C-Hk-B-Ht-PP; ch.m- fr. (sal); 1 p. PP; 1 p. Sp; SS.91; d.ft-m. 2.94.	60.40 198-2	11.15 36-7	7.32 24-0	.....	San-Fran- cisco	Alaska Packers Association	N-Y. 94
✠ 171	LUIS <i>ex Carlo J. Rivera.</i>	(12.06)	43-3	3/3, A	1.1.	Bq 1 P-B	751 700	Urg	79 0.07	Castellamare <i>G. Bonifacio</i>	C-P; ch.m-frg; p.P; SS.01; d.ft-m. 5.07; rp. 07.	52.37 171-6	10.20 33-6	6.35 20-10	.....	Montevi- deo	P. Vidal	B.c. 5.07
✠ 172	LOIRE <i>ex Evlambla, Cara-</i> <i>lambois.</i>	(12.95)	43-4	3/3, A	1.1.	Bq 1 P-B	1041 874	Gre	81 0.05	Varazze <i>B. Cerrutti</i>	C-PP-Ht-Mh; ch.m-frg; rp. SS.05; d.ft-m. 1.06.	58.52 192-0	10.61 34-10	7.24 23-5	.....	Syra	Xenophon Si- deridis & Capt	Cost. 5.07 c.v. 5.07
✠ 173	LONDON, <i>Andersen.</i>	(4.04) 96-04	46	3/3, G	1.1.	G3m	184 175 174	Dan	04	Thurs <i>C. Bom</i>	C-Ht; ch.frg; (sal); sfb.	31.48 103-4	7.66 25-2	3.52 11-7	.....	Svendborg	C. Bom	Svdb 04
✠ 174	LONDON, <i>Goth</i>	(4.05) 76-93	46-3	3/3, G	1.1.	Glt	146 137 187	Dan	85 0.05	Thurs <i>C. Bom</i>	C-Ht.ch.m.frg.sfb; p.P; rp-car. SS.4.05	27.27 89-6	6.57 21-7	3.32 10-11	.....	Rudkjø- bing	R.H. Rasmus- sen	Svdb. 2.07
175	LOOTUS, <i>Aron, G.</i>	(5.01)	8	3/3, G	1.1.	Glt	112 123	Rss	00	Suurerand <i>J. Laur</i>	P; ch.f; (sal); sfb; car. 9.03.	26.72 87-8	7.39 24-3	3.20 10-6	.....	Reval	Capt	Ptb. 9.06
176	LORD-DEVON, <i>Lee.</i>	(9.02)	42-4	—	—	Glt	115 95 114	Ang	85 0.02	Salcombe <i>Th. Saunders</i>	C-PP; ch.m-frg.d. ft-m.95; rp. SS.02.	25.60 84-0	6.45 21-2	3.25 10-8	==	Salcombe	Wm S. Allport (Padstow)	Flm. 5.05 c.v. 02
✠ 177	LORD-OF-AVON, <i>Verner.</i>	(12.01)	42	3/3, A	1.1.	G3m	366 325	Ang	01 0.07	Hantsport (N-S) <i>W. C. Bulcom</i>	Sp-B-C; ch.m-frg; (sal); d.m. 1.07	37.49 123-0	9.75 32-0	3.66 12-0	.....	St-John (N-B)	R. C. Elkin	S-J. 1.07
178	LORD-PALMERSTON, <i>John-</i> <i>son.</i>	(8.94)	40-4	—	—	Bq 1 P-B	444 397	Sds	54 rc. 77 0.94	Hernösand	P; ch.m; p.n. 77; SS. 87; rp. 94; d.ft-m. 7.94.	39.77 130-6	8.55 28-0	5.13 16-10	.....	Uddevalla	J. N. Sanne	Wes. 95 c.v. 95
✠ 179	LORENZ, <i>Lerinsén.</i>	(4.02)	46	3/3, G	1.1.	G3m	223 214	Dan	02	Svendborg <i>J. Ring Andersen</i>	C-Ht.ch.frg; (sal); sfb; car. 4.07.	35.28 115-10	8.13 26-8	3.58 11-9	.....	Marstal	Hans Chris- tensen	Svdb. 4.07
180	LORRAINE <i>ex Lorraine-C.,</i> <i>Lebourdet.</i>	(1.06)	40-3	5/6, P	1.1.	Glt	64 41	Frg	03 0.06	La Haye (N-S)	Sp-B-Ht; ch.m-frg; (sal); sfb; rp-car. 1.06.	20.64 67-9	6.48 21-3	2.20 7-3	.....	St-Pierre- Miquelon	P. Gautier	S-P 1.06

N. B. Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER																											
	1	2	3			4														5	6	7	8	9	10	11	12	13	14	15	16	17
•	181	LOTTIE, <i>Clemens.</i> (12.04) — 91	14-6	5/6, G	1.1.	Glt	113 88	Ang	78	Newquay	C-PP;ch.frg;(sal);sfb; p.n.9;grp-car.SS.4.05.	26.76 87-10	6.98 22-11	3.32 10-11	20 23	Padstow	W. L. Jenkin (a Newquay)	Flm. 4.05														
•	182	LOTUS, <i>Laaksonen.</i> (9.07)	9-3	3/3, G	1.1.	G3m	421 368 382	Rss	94	Strigi <i>Soel</i>	P-C;ch.frg;(sal); sfb;SS.02;rp-car.9.07.	45.96 150-9	9.14 30-0	3.97 13-0	.....	Raumo	Joh. Söder- lund	2 Abo 9.07														
•	183	LOTUS, <i>Liholm.</i> (4.01) 01-05	3	3/3, G	1.1.	Glt	150 128	Rss	00	Saggad <i>K. Just</i>	P;ch.fr;(sal);sfb; car.4.05.	30.48 100-0	7.87 25 10	3.27 10 9	.....	Reval	J. Liholm & G.Greenwaldt	Rvi 4.05														
✦	184	LOUIS, <i>Quéré.</i> (10.94) 02-04	13	3/3, G	1.1.	Glt	158 130	Frç	94	St-Malo <i>Gautier fils</i>	C-Or;ch.m-frg;sfb; car.10.01.	31.28 102-8	7.14 23-6	3.65 12-0	.....	Paimpol	F. Savin	Pmo. 2.06 c.v.2.06														
•	185	LOUIS-ARMANDE, . . . . (10.95)	10-3	—	—	Dy	29	Frç	75	Trouville	C.ch.fr;sfb;rp-car. SS.10.95.	16.50 54-2	5.57 18-3	2.60 8-6	.....	Havre	Ch. Cherfils	Hv. 95														
✦	186	LOUIS-MADELEINE, <i>Leguel</i> (4.97) (3/3, P. 1.1.)	14	...	..	Kt	40 19	Frç	97	Paimpol <i>Laboureur</i>	C-Or;ch.frg;S.A; sfb.	16.65 54-8	5.52 18-1	2.78 9-1	.....	La Rochelle	Cte Nauilly de la Pastellière (à Paris)	Pmp 97														
✦	187	LOUIS-MARIE, <i>Hervis.</i> (10.07)	16-3	5/6, G	1.1.	Bk	188 164	Frç	73	Nantes <i>Clergeau</i>	C.ch.frg;p.S;sfb; rp-car.SS.10.07.	27.70 91-0	7.50 24-7	3.69 12-1	.....	Hennebont	Joubert	B-I. 10.07														
•	188	LOUIS-MARIE, <i>Le Rohellec.</i> (2.05)	14-3	3/3, G	1.1.	B-G	141 118	Frç	74	St-Vaast re.05	C-Or-PP.ch.frg;sfb;p. P.95;re.05.	28.25 92-10	6.80 22-4	3.21 10 6	.....	Lorient	E. Marcesche	B-I. 2.05														
•	189	LOUIS-&-MARIE, <i>Le Grand.</i> 73-02 (9.02)	9-3	—	—	Slp	38 33	Frç	78	Dieppe	C-Or-Ht.ch.fr;sfb; 1/2 p.S.91;grp;SS.93;car.00	15.0 49-3	5.4 17-9	2.50 8-3	.....	Tréguier	Y. M. Padel (à Pleubian)	Pmp 02 c.v.02														
•	190	LOUIS-MARIE, <i>Lebras.</i> (8.89)	13	—	—	Slp	25	Frç	89	Paimpol <i>L. Laboureur</i>	C-Or;ch.frg;S.A. sfb;p.S.	14.2 46 7	4.8 15-9	2.10 6 11	.....	Lander- neau	Lebras	Pmp 89														
•	191	LOUIS-MÉLANIE, . . . . (1.05)	9-2	—	—	Glt	63 39	Frç	81 re.94 0.04	French Vil- lage (N-S)	Mr-Ht-Sp-P;ch.m-fr; (sal);p.n.01;car.11.01; rp.04.	21.23 69 8	6.53 21-5	2.57 8-6	.....	St-Pierre- Miquelon	Sécheries de Fécamp	St-P.04 c.v.04														
•	192	LOUIS-PASTEUR, <i>Schlepp.</i> (1.96)	I	—	—	Bq 1 P-B	1747 1612	Alm	95	Rouen <i>Laporte &amp; Co</i>	A; 2 comp; D. 13m60; R.R.5m;R.V.11m60; G.14m;p.PP.	76.00 249-4	11.46 37-7	7.05 23-2	.....	Hamburg	E. Cellier	Rn 96														
•	193	LOUIS-RAOUL ( <i>ex-Sea-Bird</i> ), <i>Girard.</i> (3.07)	13-3	5/6, G	1.1.	Glt	96 73	Frç	73	Jersey	C-PP;ch.m-fr;(sal);sfb; p.P.98;SS.SS;rp-car. 3.07.	24.71 81-1	5.90 19-4	2.76 9-1	.....	St-Malo	Le Kergom- meaux	St-M. 3.07														
•	194	LOUIS-IX ( <i>ex-Louis</i> ), <i>Lebellour.</i> (5.06)	10-6	3/3, G	1.1.	Glt lat.	95 70	Frç	50 re.06	Sonris (P-E-I)	Or-Mr-Sp-P;ch.m-fr;A frg;(sal);p.P.98;d m. 5.66 grp.06.	25.80 84-8	7.28 23-11	3.00 9-10	.....	St-Pierre- Miquelon	Mme L. Laisney (St-Servan)	St-M. 5.66														
•	195	LOUISA, voir LOUISE, LOUIS	A, LO VISE, LUISA.																													

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## LOU

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈNEMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
196	LOUISE, voir aussi LOVISA,		LOVIS E, LUISA.																
✠ 197	LOUISE (ex-Charger), Wilms. (12.02) 87-07		13-3	5/6, A	1.1.	3m 2 P	1362 1364	Alm	74 O.03	East-Boston Smith&Townsend	C-PP;ch.m-frg;(sal); p.P.&PP;rp.SS.90;d.f.f. m.9.01,rp.01.	61.92 203-2	12.15 39-10	7.32 24-1	.....	Bremerha- ven	W. A. Woodin (à Seattle, Wash.)	Wes. 6.07 c.v. 6.07	
✠ 198	LOUISE, Schumacher, J. D. 97 - 02 (7.04)		13-3	3/3, P	1.1.	Glt	—74 69	Alm	84 O.04	Barth C. Holzerland	C-Ht;ch.frg;sfb; (sal);rp-car.SS.8.04.	20.2 66-3	5.6 18-5	2.65 8-9	.....	Oberndorf- a/Oste	Capt	Cph. 3.07 c.v. 3.07	
✠ 199	LOUISE, Fesefeldt, P. (4.00) 88 - 00 (3/3, P. 1.1.)		16	...	...	Gls	—63 49	Alm	00	Uetersen D. Schedelgarn	C-Ht;ch.frg;(sal); sfb;car.03.	21.65 71-0	5.74 15-11	2.17 7-2	.....	Hamburg	Capt (in Haselau)	Hbg 04	
✠ 200	LOUISE, Lookes, Alb. (8.88)		14	—	—	Slp	26	Alm	88 O.96	Seedorf G. Krüger	C-Ht.ch.frg;sfb; (sal);p.P;rp-car.2.98.	14.6 48-0	4.7 15-5	1.85 6-1	.....	Stralsund	Capt (à Neuredde- vitz a/R.)	Strs. 98	
✠ 201	LOUISE, Nielsen. (7.03)		13-4	—	—	Glt	—124 108	Dan	72 O.03	Holbek R. Mortensen	C-Ht;ch.frg;sfb; (sal);SS.85;rp-car.7.03.	27.05 88-9	6.25 20-6	3.16 10-4	.....	Holbek	P. Smith	Got. 03	
✠ 202	LOUISE, Andersen. (4.98) (3/3, P. 1.1.)		16	...	...	Gls	—46 41 44	Dan	98	Marstal F. Hansen	C-Ht;ch.frg;(sal); sfb;sff.B.4.98.	20.53 67-4	5.46 17-11	2.01 6-7	.....	Copenha- gue	Den Kgl. Grøn- landske Handel (H. P. Stephensen)	Svdb98	
✠ 203	LOUISE, Guého. (12.04)		13	3/3, G	1.1.	Glt	—155 120	Frç	04	Binic Minier	C-Or;ch.m-frg;p.P; sfb.	30.38 99-8	7.32 24-0	3.73 12-3	.....	Binic	J. Le Pomellec	S-M. 1.07 c.v. 1.07	
✠ 204	LOUISE, Rivet. (3.06) 93 - 05		13-3	5/6, G	1.1.	Glt	—131 95	Frç	79 O.06	Binic Y. Minier	C-Or.ch.frg;sfb; (sal);SS.10.96;rp-car.3.06	27.76 91-1	6.80 22-4	3.50 11-6	.....	Nantes	Capt	B-I. 3.06	
✠ 205	LOUISE, Joonekingt. (11.91)		16	3.3, G	1.1.	Glt	—130 104	Frç	91 O.98	Paimpol L. Laboureur	C-Or.ch.m-frg;sfb;(sal); G.E;p 8.01;car.10.95.	29.53 96-11	7.13 23-5	3.42 11-4	.....	Gravelines	Maniez- Martin	Dk. 2.05 c.v. 2.05	
✠ 206	LOUISE, Golven. (5.07) 98 - 05		13-7	3/3, G	1.1.	Kt	—101 79	Frç	93 O.07	LaRichardais L. Tranchemer	C-Ht;ch.frg;sfb; rp-car.SS.5.07.	23.50 77-2	5.80 19-1	3.03 9-11	.....	Bordeaux	Amelineau	B-I. 6.07	
✠ 207	LOUISE, Petitbon, Fr. (8.98) 93 - 98		16	3/3, G	1.1.	Glt	—87 71	Frç	98 O.06	Paimpol Laboureur	C-Or;ch.frg;sfb; (sal);rp.99;car.3.02.	23.67 84-3	6.20 20-4	2.94 9-8	.....	Tréguier	François Petit- bon (à Lézardieux)	Bx. 5.06 c.v. 5.06	
✠ 208	LOUISE, Jensen. (1.07)		13-3	5/6, G	1.1.	Bq 1 P-B	—645 593 572	Nrw	76 O.07	Elsfleth J. Jürgens	C-Ht-PP.ch.m-frg; (sal);sfb;SS.92;rp-car. 2.07.	45.77 150-2	10.05 33-0	5.65 18-6	.....	Fredrik- stag	A. Olsen	Chr. 2.07	
✠ 209	LOUISE (ex-Delaval), ..... (3.87)		12-4	—	—	Bk 1 P-B	—266 222	Rss	66 O.87	Sunderland	C.ch.m.sfb;SS.83; rp-car.3.86.	32.65 107-2	7.37 24-2	4.83 15-10	.....	Raumo	O. V. Ekroos	Svdb89	
✠ 210	LOUISE-ANNE, Cozic. (2.98) 06 - 06		13	3/3, P	1.1.	Kt	—64 54	Frç	98 O.06	St-Malo Ange Bossard	C-Or;ch.frg;sfb; grp-car.10.00.	19.65 64-6	5.86 19-2	2.69 8-10	.....	Lorient	Lepape & Bivic (à Lannion)	Hv. 5.06 c.v. 5.06	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS		CLASSIFICATION			RIG	TONNAGE — GROSS Register — under deck	FLAG	YFAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
	DATE OF TERM																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
+	211	LOUISE-B., <i>Lé Gaouyat.</i> 02-05 (4.05)	13	3/3, G	1.1.	Glt	159 122	Frç	05	Paimpol <i>Bonne</i>	C-Or-Ht;ch.frg; sfb;p.S;rp.05.	30.70 100-9	7.25 23-10	3.58 11-5	.....	Cette	Bonnafous	N-C. 10.05 c.v.05
+	212	LOUISE-ERNEST,.... (10.96)	13-6	—	—	Kt	81 70	Ang	77 0.96	St-Malo <i>E. Gautier</i>	C-Or.ch.frg;(sal);p. n.92;rp.95;d.z.9.96	22.4 73-6	5.4 17-9	2.63 8 8	.....	Jersey	A. C. M. Que- rec	Flm.02 c.v.00
+	213	LOUISE-HELENE, <i>Borg- wardt, J.</i> (3.99) 88 - 99	14	3/3, P	1.1.	Glt	50 49	Alm	99 0.06	Ribnitz <i>C.H.Staben &amp; Co</i>	C;ch.frg;sfb;car. 6.0 i.	18.48 60-8	5.58 18-4	2.24 7-4	.....	Barth	E.W. Ohrloff Sohn	Brth. 6.06
+	214	LOUISE-HELENE, <i>Michel.</i> (12.91)	13	—	—	Dy	53 50	Frç	91 0.00	Paimpol <i>Pilvin</i>	C-Or-PP;ch.frg; sfb;rp-car.6.00.	20.20 66 3	5.70 18-9	2.57 8-6	.....	Pontrieux	V <sup>ve</sup> Lemillier	Pmp.02
+	215	LOUISE-MARIE ( <i>ex-Snefrid,</i> <i>Dagorn.</i> (1.02)	12-2	—	—	3mG	342 276	Frç	85	Risør <i>E. Lindstøl</i>	P-PP-C.ch.m.frg; (sal);d.ft-m.3.65;rp.04.	37.41 122-9	9.38 30-9	3.77 12-10	.....	Granville	Ameye & Le Breton	Grv. 3.95
+	216	LOUISIANA, <i>Hallercrow.</i> (12.92)	14-2	—	—	3 m 2 P	1426 1344	Amr	73 0.93	Bath (Me) <i>Houghton Bros</i>	C-PP.ch.m-fr; l p P. p.Sp;d.ft-m.6.93;(sal); SS.88.	61.57 202-0	12.20 40-0	7.35 24-2	.....	San-Fran- cisco	J. Schoenfeld	N-Y.93
.	217	LOUISIANE, <i>Le Briquir.</i> (7.01)	14-4	—	—	Glt	132 96	Frç	65 0.01	Dunkerque <i>Van de Zande</i>	C-Or.ch.ev.frg;sfb;p.n. 91;(sal);SS.95;grp-car. 8.01.	5.53 83-9	6.50 21-4	3.47 11-5	.....	Perros- Guirec	Capt	Pmp.01
+	218	LOUSTIC, <i>Meudal.</i> (3.63) 00 - 03	13	3/3, G	1.1.	Glt	114 79	Frç	03	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; sfb.	26.55 87-2	7.07 23-2	2.98 9-10	.....	Tréguier	Husson & Meu- dal (A Pleubian)	Pmp. 7.07 c.v. 7.07
+	219	LOUVOIS, <i>Lemasson.</i> (2.06)	13-3	5/6, A	1.1.	Bt 1 P-B	272 225	Frç	76 0.06	Means <i>E. Oliveaud</i>	C;ch.m.frg;(sal); d.z.2.04;p.S.06.	33.90 111-3	7.50 24-7	3.96 13-0	.....	St-Malo	Mme Lemoine	St M. 2.06
.	220	LOVISA, voir aussi LOUISE, LOVIS E, LUISA.																
+	221	LOVISA, <i>Dodge.</i> (6.04)	13-6	3/3, A	1.1.	3mG 2 P	939 880 800	Ang	91 0.04	Hantsport (N-S) <i>J.B.North</i>	Sp-PP-B C.ch.m.frg; (sal);rp.SS.04;d.ft-m. 8.04.	55.00 180-5	11.32 37-2	5.61 18-5	44 48	Windsor (N-S)	C.D.W.Smith	N-Y. 8.06
.	222	LOVISA, <i>Nilsson.</i> (4.02)	11-3	—	—	Glt	178 155 150	Sds	72 0.02	Eckerna Warf <i>A. Ahlberg</i>	P-C.ch.frg.sfb;(sal); SS.95;rp-car.3.02.	27.88 91-6	6.89 22-7	3.60 11-10	.....	Helleviks- strand	B. Bengtsson	Got. 02
+	223	LOVISA, <i>Hansson.</i> (4.91)	13	—	—	Glt	52 48	Sds	91 0.98	Halmstad <i>V. Frandsen</i>	C-P;ch.frg;sfb;(sal) rp-car.7.02.	20.4 66-11	5.4 17-9	2.08 6-10	.....	Halmstad	C. A. Anders- son	Got. 02
.	224	LOVISE, voir aussi LOUISE, LOVIS A, LUISA.																
+	225	LOVISE ( <i>ex-Mary</i> ), <i>Christen- sen. C.</i> (6.04) 06-07	16	3/3, P	1.1.	Glt	51 46 47	Dan	01	Faxe-Lade- plads <i>J. Koe'neid</i>	C-Ht;ch.frg;G.E; sfb;(sal).	18.91 62-0	5.85 19 2	2.00 6-7	.....	Vejle	Capt	Vjl 5.07

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## LUC

Surveillance spéciale	NAVIRES & CAPITAINES		CLASSIFICATION			TONNAGE		PAVILLON	ANNEE DE LA CONSTRUCTION	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — REPARATIONS	LONGUEUR EN METRES	LARGEUR EN METRES	CREUX DE CALE EN PIEDS ET POUCHES	FRANC BORD EAU SALLE HAUT. EN POUCHES	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIERE		DIVISION	COTE	GEMENT	NOMBRE DE PONTS	Brut												Net	Sous le pont
	DATES DE PRESENT DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	226	LOW-WOOD, <i>Rodehiser, I.</i> (6.06)	12-3	5/6, A	1.1.	Bq 1 P-B	1137-1031-1028	Ang	78	St-John (N-B) D. Lynch	Sp-B PP C.P. ch.m. frg; (sal); SS.97; d.ft-m.5.06; rp.06.	56.95	11.45	6.80	22 4	St-John (N-B)	Capt	Post. 6.06		
✠	227	LOYALTY, ..... (11.00) Barge.	I	—	—	2 m 1 P-B	1944-1762	Amr	00	West-Superior Superior Ship-building Co	A; 4 comp.	74.98	12.80	7.62	246-0 42-0 25 0	Duluth	International Steamship Co	Clv. 00		
✠	228	LUARCA, <i>Starrett.</i> (11.04)	12-3	3/3, A	1.1.	Bq G 2 P	684-394	Ang	91	Hantsport N-S J.B. North	Sp-B-Ht-PP-G.ch.m.-frg; (sal); d.m. 1.07.	49.93	10.41	4.88	163-10 34 2 16 0	Windsor (N-S)	C.D.W. Smith	Post. 4.97		
.	229	LUBIMETZ, <i>Ovtchinnikof.</i> (4.06)	8-2	3/3, P	1.1.	Glt	144-114	Rss	92	Archangel	S; ch.frg; sfb; rp-car. 10.01.	27.68	6.71	3.05	90-10 22-0 10-0	Archangel	Frau Kot-schin	Pto. 4.06		
✠	230	LUCAS, <i>Tonnisson, H.</i> (2.05)	12-7	3/3, G	1.1.	Glt	214-191	Rss	94	Ilgezecm Ohrmann	P-C.ch.frg; (sal); sfb; car. SS.2.05.	29.39	7.54	3.91	96-5 24-9 12-10	Pernau	Capt	Kngb. 7.07		
.	231	LUCIE, <i>Henry.</i> (8.96) 97-04	12-3	3/3, P	1.1.	Kt	6-56	Frç	88	Paimpol Laboureur	C-Or; ch.frg; sfb; p.n. 02; rp-car. 3.06.	10 00 5 10 2 90	5 10 9 6	2 90	Paimpol	Henry (à Morlaix)	Hist. 3.06			
.	232	LUCIE, ..... (6.01)	14	3/3, P	1.1.	Glt	57-32	Frç	01	Barfleur	C-Or; ch.frg; (sal); sfb.	19.00 62 4	6.00 19 8	2.80 9 2	Croix	F. Sollied & L. Gollian	Dep. 1.07			
✠	233	LUCIE, <i>Bidault.</i> (8.94) (3/3, P. 1.1.)	14	...	...	Slp	22-16	Frç	94	Paimpol Yves Pilou	C-Or-PP-S; ch.frg. sfb; S.A; p.S.	12.70 41 8	4.82 15 10	2.08 6 10	Tréguier	Bidault (à Pleubian)	Pmp.96 c.v.96			
.	234	LUCIE, <i>Jonsson.</i> (3.03)	9-4	—	—	Glt	133-121	Sds	77	Christiansund J. Barre	P.ch.m-frg; (sal); sfb; SS.85; rp-car. 1.03.	28.17 92 5	6.79 22 3	3.13 10 3	Lerberget	S. P. Jonsson	Hlsb 03			
.	235	LUCIE-&-MARIE, <i>Bertacca.</i> (11.00) (3/3, A. 1.1.)	14	...	...	Glt 1 P-B	267-208	Itl	00	Viareggio	C-P; ch.m-frg; sfb.	35.24 115 8	7.95 26 1	4.08 13 5	Livourne	L. Donegani & Co	Bone 00			
✠	236	LUCIEN, <i>Merlot.</i> (2.06)	16	3/3, G	1.1.	Dy A.&C.P.	110-95	Frç	06	Dunkerque	C-Or; ch.m-frg; (sal); sfb.	25.25 82 10	7.12 23 4	3.40 11 2	Dunkerque	Vincent	Dk. 2.06			
✠	237	LUCIENNE, <i>Nicolas.</i> (9.00)	13	3/3, A	1.1.	Kt	153-75	Frç	00	La Richardais L. Tranchemer	C-Or-Ht; ch.m-frg; G.E; d.m. 5.04; rp.04	25.00 82-0	7.00 23-0	3.35 11-0	St-Malo	Cie Parisienne de Madagascar (A Paris)	Int. 4.06			
✠	238	LUCIENNE, <i>Riou.</i> (8.96)	14-4	—	—	Ctt	43-31	Frç	74	Nantes Le François frères	C.sfb; rp. SS.90; car. 8.96.	17.3 56-9	5.3 17-5	2.14 7-1	Noirmoutiers	Jourdain	Bx 99			
✠	239	LUCILE, <i>Hansen.</i> (7.95)	13-4	—	—	...	11-7 12-5	Amr	71	Hantsport L. C. Soule	C-Ht-B-Ht-PP-G.ch.m.-frg; (sal); d.m. 1.07.	61.00 200 2	12 2 40 0	7 32 24 0	San-Francisco	S. B. Peterson	N-Y.96			
.	240	LUCILE, <i>Cundy.</i> (4.05)	14-3	3/3, A	1.1.	3mG	158-116-157	Ang	76	Gosport Camper & Nicholson	T C-Or; ch.ev; grp. SS.05; d.ev. 3.05.	35.65 117-0	7.04 23-1	4.06 13-4	29-32	Plymouth	C. Huish	Plm. 3.05		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER															
					4	5 6														
	1	2	3			7														8
✦	241	LUCILLE, Randall. (9.06)	12	3/3, G	1.1.	3m G	189- 163 155	Aug	06	Parrsboro' D. A. Huntley	Sp-B; ch.m-frg; (sal);sfb.	31.22 102-5	8.77 28-9	3.05 10-0	.....	Parrsboro' (N-S)	H. Randall	N.S. 9.06		
✦	242	LUCINDE (ex-L.-Kaas), Christensen. (12.04)	13-3	3/3, G	1.1.	Glt	90- 77 85	Dan	85 O.00	Thurø N. P. Petersen	C-Ht.ch.m-frg; sal) SS.00;d.ft-m.8.00.	24.0 78-9	5.8 19-1	2.83 9-4	.....	Marstal	H. J. Chris- tensen	Svdb. 3.05 c.v.3.05		
.	243	LUCRETIA (ex-Lucetia-Camp), Curré. (12.03)	9-3	—	—	Glt	72- 42 68	Frç	88 O.04	Grand Bank (T-N)	C-Mr-P-PP-Sp.ch.m-fr; (sal);sfb;p.n.98;car. 3.02;rp.04.	22.12 72-7	6.46 21-2	2.58 8-6	.....	St-Pierre- Miquelon	P. Mazier	St-P.04 c.v.04		
.	244	LUDMILLA, Leig. (8.91)	8-3	—	—	Glt	91- 83	Rss	88	Gr. Irben Brenkova	P-C.à clin;G.E.ch. fr.sfb;rp-car.8.91.	21.10 69-2	6.65 21-10	2.65 8-8	.....	Riga	P. Kadike & Co	Riga 91		
✦	245	LUDVIG, Jørgensen. (7.03)	16	3/3, G	1.1.	G3m	183- 152 173	Dan	03	Thurø J. Ph. Jørgensen	C-Ht;ch.frg;(sal); sfb.	32.49 106-4	7.57 24-10	3.48 11-5	.....	Thurø	J. Ph. Jørgen- sen	Svdb. 2.06		
✦	246	LUDVIG, Jensen. (5.92)	16	3/3, G	1.1.	Glt	145- 124 138	Dan	92 O.99	Thurø N. P. Petersen	C-Ht;ch.frg;sfb; (sal); rp-car.10.99.	29.30 69-2	6.70 22-0	3.20 10-6	.....	Svendborg	O. N. Jørgen- sen	Op. 2.07		
.	247	LUDVIG ex-Friedrich-Ludwig Sjövall, E. E. (6.99)	11-4	—	—	Glt	75 68	Sds	79 O.99	Barth	C-Ht.ch.fr.sfb;SS. 94;rp-car.4.01.	22.0 172-0	5.2 17-1	2.82 9-3	.....	Carlshamn	Capt	Crth.01		
✦	248	LUDWIG, Speck, C. (4.99)	13-4	—	—	Gls	62- 50	Alm	70 O.99	Rendsburg H. Frahm	C-Ht.ch.frg.sfb;p.S; SS.84;rp.94;car.4.99.	19.6 64-4	5.5 18-1	1.82 5-11	.....	Rendsburg	Capt (in Lohklint)	Hbg 01		
.	249	LUIGI-BRUNO, Pucinelli. (8.03)	13-4	—	—	B-G	94	Itl	70 O.03	Varazze	C-P;ch.m-frg;d.ft. z.—;rp.03.	23.15 76-0	7.10 23-4	3.02 9-11	.....	Livourne	Raff. Compia- ni	Lva. 9.05 c.v.05		
✦	250	LUIGIA (ex-Schiffswerft), Quarto. (7.06)	1	3/3, L	1.1.	Bq 1 P-B	917- 839	Itl	77 V.06	Flensburg Flensb. Schiffsbau Ges.	F; 2 comp;p.S.grp. 97;car.6.07.	60.60 199-0	10.00 33-0	5.80 19-0	.....	Naples	Concetta Mazzel- la & Em. Bordil- lon	N-Y 8.07		
✦	251	LUIGINA (ex-Strathome), Figuri. (8.07)	12-3	5/6, A	1.1.	Bq 1 P-B	1117- 1011 1085	Itl	83 O.07	Maitland (N S) A. Putnam	C-B-Sp;ch.m-fr;(sal); rp.SS.02;d.ft-m.8.07; rp.07.	58.97 193-6	11.42 37-6	6.76 22-2	==	Gênes	G. B. Figari (à Camogli)	Gn. 8.07		
.	252	LUIGINA, Albanese. (10.02)	14	...	...	B-G 1 P-B	308- 234 273	Itl	02	Torre-del-Greco Donnarumma	C-P.ch.m-frg;d.ft-m. 10.02.	36.80 120-9	8.02 23-4	4.61 15-2	.....	Torre-del- Greco	R. Gentile	Npl. 02		
.	253	LUISA, Montano. (3.05)	13-12	3/3, L	1.1.	B-G 3m 1 P-B	1654- 1628 1470	Itl	01	Chiavari	C-PP-P-Ml;ch.m-frg; d.ft-m.10.01.	63.80 209-4	13.10 43-0	7.72 25-4	.....	Gênes	A. Benvenuto	Mss. 3.05		
.	254	LULU, Clopeau. (1.07)	14	3/3, P	1.1.	Slp	31 22	Frç	07	Sables d'Olonne Pitra	C;ch.frg;sfb.	13.85 45-6	4.71 15-6	2.03 6-8	.....	Sables d'Olonne	E. Penard	Nt. 1.07		
.	255	LURANA, Kallas. (9.00)	8	3/3, G	1.1.	Glt	123 108	Rss	00 O.04	Dago M. Jago	P;ch.fr;(sal);sfb; car.6.04.	25.09 82-1	6.55 21-6	2.97 9-3	.....	Dago	M. Jago & Co	Pth. 6.07		

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉEMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS 13	LARGEUR 14	CREUX DE CALE 15	FINANC EAU SALER H.A.N. en pouces 16	PORT D'ARMEMENT 17	ARMATEURS 18	DERNIERE VISITE 19
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION ET TERME 4	COTE 5 6			Brut Net 8	Sous le pont 9											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME 3																			
•	256	LURELINE, <i>Kalning.</i> (7.98)	3-3	—	—	Glt	99 65 62	Rss	91 O.98	Salis	P;ch.fr;sf;b;G-E; grp.SS.98;rp-car.5.01.	18.35 60-3	5.30 17-6	2.74 9-0	.....	Riga	Gebruder Weide (Haynash)	Riga 01		
✦	257	LURLINE, <i>Turloff.</i> (6.00)	13-6	—	—	B-G	359 240	Amr	87 O.00	Benicia <i>M. Turner</i>	P.ch.m-frg;sf;b;(sal) p.P;rp-car.SS.6.00	41.15 135-0	10.36 34-0	3.96 13-0	.....	San-Fran- cisco	J. Masterson	S-F. 00		
•	258	LUSITANIA ( <i>ex-Sebastian-Gu- ma, da Costa, A.P.</i> (10.99)	13-5	—	—	Bq 1 P-B	523 495	Ptg	76 O.99	Palma	M1-PP-C;ch.m-cv-frg. (sal);SS.82,d.ft-m.9.99; rp.99.	47.09 154-6	8.90 29-3	5.62 18-5	.....	Lisbonne	José Maria da Costa	Lisb.02		
•	259	LUTGERDINA, <i>Landstra, R.</i> (6.07)	11	3/3, P	1.1.	Ik dv 1 m bsc	74 55 62	P-B	07	Ruischerbrug <i>Y. de Jong</i>	A-2 comp;sf-plt;G-E; i p. A	23.49 77 1	4.98 16 4	1.89 6-2	.....	Groningen	Capt	Gng. 6.07		
✦	260	LUTHER, <i>Aspgren.</i> (11.01)	12	3/3, L	1.1.	G 3m	266 262	Sds	01 O.07	Oskarshamn <i>A. Carlsson</i>	P-C;ch.m.frg;(sal); d.ft-m.8.06;rp.07.	38.77 127-2	7.72 23-4	3.48 11-5	.....	Oskars- hamn	C. J. Sandell	Hsb. 9.07 c.v.9.07		
✦	261	LUZON, <i>Park.</i> (10.03) (3/3, L 1.1.)	13-6	...	...	3 m 2 P	1391 1340 1202	Amr	51 O.03	E Boston <i>Smith &amp; Town- send</i>	C-PP;ch.m.frg;(sal); SS.96;grp.57,d ft m. 10.03;rp.03.	62 75 35-10	12.43 40-9	7.32 24 9	.....	New-York	De Groot & Peck	H-K.03		
✦	262	LYDIA, <i>Kölln, J.</i> (4.90)	14	—	—	Gls	65 47	Alm	90 O.97	Ribnitz <i>C. H. Staben</i>	C-Ht;ch.fr;sf;b;p. S;car.6.97.	19.30 63 4	5.34 17 6	2.23 7 3	.....	Hamburg	Capt	Stt. 01 c.v.00		
✦	263	LYDIA, <i>Covert.</i> (1.90)	11-4	—	—	B-G 3m 1 P-B	437 424 397	Ang	71 O.90	Digby (N-S) <i>M. L. Oliver</i>	Sp-B;Ht-Hk-C-PP;ch. In-fr;(sal);soaff;pr.d.ft. m.12.90;SS.83;grp.90.	37.45 122-10	8.93 29-6	5.25 17-3	.....	Barbadoes	T. E. Morrison	N-Y.91		
•	264	LYDIA-CARDELL, <i>Tyrrell.</i> 92-03 (7.99)	13-6	—	—	G 3m 1 P-B	212 171	Ang	73 O.99	Appledore	C-Or-Gr-T-PP;ch.m- frg;(sal);p.n 9;d ft m. 6.02;SS.99;rp.02.	35.96 118 0	7.52 24 8	4.19 13 9	==	Fowey	Job. Tyrrell	Chb 04		
✦	265	LYGIE, <i>Hamon.</i> (4.01)	13	3/3, G	1.1.	Dy	72 55	Frq	01	Ploubazlanec <i>Y. Pitvin</i>	C-Or;ch.fr;sf;b.	20.85 68-5	6.15 20-2	2.78 9-2	.....	Brest	V. Picaut	Bist. 11.07 c.v.11.07		
•	266	LYNA, <i>Pettersen.</i> (4.07)	12-3	5/6, G	1.1.	Glt	60 60 69	Nrw	57 re. 07	Bergen	P-C;ch-frg;sf;b;p.n. 07;car.SS.4.07.	22.46 73-8	6.02 19-9	2.62 8-7	.....	Mandal	F. M. Tho- masen	Chrd. 4 07		
✦	267	LYÖ, <i>Jensen</i> — 95	16-4	5/6, G	1.1.	Glt	107 93 97	Dan	77 O.02	Faaborg <i>Dyreborg Euke</i>	C-Ht;ch.fr;sf;b;(sal);p. P.91;car.11 60;rp.SS.62	25.4 83 4	6.0 19 8	2.83 9 4	.....	Svendborg	H. P. Henrik- sen (à Thurø)	Svdb. 4.06 c. v.05		
✦	268	LYSGLIMT ( <i>ex-Du-Guesclin</i> ), P.C. 6.85 <i>Hansen.</i> (10.05) (7.03)	11	3/3, L A & C.P.	1.1.	Bq 1 P-B	1544 1 35 1352	Nrw	94 V.05	Nantes <i>A. Dubigcon</i>	A: 2 comp; D. 14m10; RA.12m26; R.R.4m80; G. 7m40; p.P.P; rp.97; car. 10.05.	73.07 239-9	11.10 36-5	6.36 10 10	.....	Sarpsborg	Jacobsen	N. 10.05		
•	269	LYYLI, <i>Sjöblom.</i> (9.06)	6-5	3/3, P	1.1.	3m G	168 151 148	Ang	02 O.06	Nykyrka <i>M. Passoja</i>	S-P;ch.fr;sf;brp- car.10.06.	29.16 95-8	6.78 22-3	3.05 10-0	18 21	Hull	W.E. Lowery	Hull 11.06		

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN FEET AND INCHES	DEPTH OF HOLD IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
✦	1	M.-D.-S., <i>Sabeau</i> . (7.00)	12	3/3, G	1.1, Glt	190	Aug	00	0.06	Mt Denson (N-S)	Sp-B-Ht-C; ch.m- frg; (sal); sfb; rp-car. 6.07	33.82 111-0	8.80 28-10	3.05 10-0	.....	St-John (N-B)	A. Watson	\$-J. 6.07		
✦	2	M.-HAY, <i>Petersen</i> . 96 - 98 (3.98)	16	3/3, G	1.1, G3m	117 94 113	Dan	98	0.06	Marstal N. J. Jensen	C-Ht; ch.frg; (sal); sfb; car. 6.06	26.27 86-2	7.13 23-5	2.95 9-8	.....	Marstal	A.H. Petersen	Svdh 6.06		
✦	3	M.-J.-TAYLOR, <i>Taylor</i> . (11.01)	12	3/3, A	1.1, G3m	438 377 366	Ang	01		Spencers Island (N-S) Shipbuilding Co	Sp-B-C; ch.m-frg; (sal); d.m. 10.01.	45.72 150-0	10.20 33-6	3.84 12-7	.....	Parrsboro' (N-S)	J. S. Bagnall	Bst. 01 c.v. 04		
✦	4	M.-O.-P.-406-A, . . . (11.00)	1	—	—	1 m	113 46	Arg	00	Argenteuil Clapart de freres	A; 5 comp.	20.00 65-7	6.70 22-0	2.65 8-8	.....	Buenos- Ayres	Dirks & Dates	Paris 00		
✦	5	M.-ROOSVAL, <i>Nilsson</i> . (7.90)	12-3	—	—	Bq 1 P-B	309 281 270	Sds	74	Oscarshamn P. Pettersson	P-C.ch.m-frg; p.S.d.ft- m. 7.90; (sal); rp. 80; SS 86	36.98 121-4	7.88 25-10	3.96 13-0	.....	Oscars- hamn	C. J. Löfgren	Osch 90		
✦	6	M.-TURNER, <i>Treanor</i> . (8.02)	14	3/3, G	1.1, G4m	816 763	Amr	02		Benicia M. Turner	P; ch.frg; (sal); sfb; rp. 04.	62.79 206-0	12.80 42-0	4.57 15-0	.....	San-Fran- cisco	Schooner M. Turner Co	Syd. 04 c.v. 04		
✦	7	MAAGEN, <i>Jensen</i> . 93 - 04 (4.04)	16	3/3, G	1.1, G3m	184 156 175	Dan	04		Thurø N. P. Petersen	C-Ht; ch.frg; (sal); sfb; rp. 06.	32.96 108-2	7.75 25-5	3.39 11-2	.....	Svendborg	R.W. Rasmus- sen	Ld. 6.06		
✦	8	MAAGEN, <i>Mortensen</i> . (3.05) 03 05	16	3/3, A	1.1, 3m G	123 99 116	Dan	05		Svendborg J.R. Andersen	C-Ht; ch.m-frg; (sal); p.P; d.ft-m. 2.05.	28.56 93-9	7.03 23-1	2.83 9-4	.....	Marstal	H. R. Chris- tensen	Svdh. 4.07 c.v. 4.07		
✦	9	MABEL, <i>M'Gilvery</i> . (8.92)	12	—	—	Glt Bargo	250 247 247	Ang	92	Mahone-Bay (N-S) J.N. Zwicke	Sp-B-Ht-P-C; ch. m-frg; (sal); sfb; p.Sp	36.81 120-9	7.87 25-10	3.94 12-11	.....	Sydney (C-B)	The Dominion Coal Co	Wds 92		
✦	10	MABEL-I.-MEYERS, <i>Meyers</i> . (3.06)	14-6	3/3, A	1.1, Bq G 2 P	750 713	Amr	91	0.06	Searsport (Me) Wm Meyers	C-Hk B-PP; ch.m frg; (sal); d.ft m. 5.05; rp. SS. 06.	50.60 166-0	10.66 35-0	5.18 17-0	.....	Searsport (Me)	Clarence N. Meyers	N-Y. 3.06		
✦	11	MABEL-RICKMERS, P.C. 7-100 <i>Mohrschardt</i> . (4.06) 1.05, 84 - 07	1	3/3, L	1.1, 3 m 2 P	2065 1895 1892	Alm	98	0.06	Geestmunde Rickmers Reis- mühlen, Rhede- & Schiffbau A. G.	A; 2 comp; D. 14m63; R. N. 8m23; G. 9m75; (WT. 1000 t.); 1 p. P; rp- 06; car. 3.01	79.25 260-0	12.19 40-0	7.92 26-0	.....	Bremerha- ven	Rickmers Reis- mühlen, Rhede- rei & Schiffbau A. G.	Wes. 9.07		
✦	12	MABROUCA, <i>Hamed Moha- med</i> . (3.01)	12-2	—	—	Glt	93	Tre	87	0.01	Mitellin	C-P-M; ch.m-frg; sfb; car. 3.01.	24.00 78-9	6.00 19-8	3.00 9-10	.....	Alexandrie	Haggi Aly	Alx. 01	
✦	13	MACKINLEY (ex-J.-H.-Nicola), <i>Petersen</i> . (7.06)	16-3	3/3, L	1.1, Bq 1 P-B	1051 964 931	Nrw	84	0.06	Brake F. F. Nicola	C-Ht-PP; ch.m-frg; (sal) grp. SS. 00; d.ft-m. 3.04. rp. 06.	55.47 182-0	11.30 37-1	6.65 21-10	.....	Arendal	Hans H. Petersen	Ard. 6.06		
✦	14	MAC-LAURIN, <i>Oakes</i> . (4.99)	15-3	—	—	3 m 2 P	1374 1312 1204	Amr	79	0.99	Newburyport Atkinson & Fill- more	C-PP-Hk. ch.m-fr; 1 p; P; 1 p. PP; (sal); SS. 94. car. 8.97; d.ft-m. 10.90.	61.18 200-7	11.88 36-0	7.32 24-0	.....	San-Fran- cisco	P. Courtney & Co	N-Y. 99 c.v. 99	
✦	15	MAC-MAHON, <i>Lebeau</i> . (5.06) P.C. 6-85 (5.07)	1	3/3, L	1.1, Bq A & C.P.	2197 1952 1955	Frç	98	0.06	Nantes Chantiers de la Loire	A; 2 comp; D. 17m; R. 12m65 & 5m35; G. 11.80; car. 4.07.	83.97 275-6	12.31 40-5	6.89 22-7	58 62 1/2	Nantes	Société des Voi- liers Nautais	Gleg. 5.07		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## MAG

NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT NOMBRE DE TONTS	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCHES 13 14 15	LARGEUR EN PIEDS ET POUCHES 14 15	CREUX DE CALE 15	FRANC BORD EAU SALEP H.A.N. ou pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE															
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	16	MADAME-POULET, . . . . . Yacht (7.07)	13	R		Ctt	—	Frç	07	Maisons-Laffitte de Coninck & Co	Bois; ch. ev. frg; sfb.	5.98 29 8	1.71 5-8		.....	.....	Savoie (Paris)	Paris 7.07
✠	17	MADELEINE, Becquet. (8.02) (3/3, A. 1. 1.)	16	...	...	Glt	123 93	Ang	02	Appledore R. Cock & Sons	C-Or-PP; ch. m. frg; (sal); d. ft. m. 5.03	27.50 90 3	6.81 22-4	3.10 10 2	.....	Plymouth	Louis Gauvry	Plm. 03
✠	18	MADELEINE, Brunet. (6.07) P.C. 6-85	I	3/3, L	1.1.	3 m 1P+8P	2709 234	Frç	02 V.07	Roan Chantiers de St- Nazaire Penhoët	A. 2 comp. D. 41m50; R. 13m50; G. 15m; car. 6.07; rp. 04.	86.20 232-10	13.44 44 1	6.91 22 5	.....	Bordeaux	A. D. Bordes & Co	Ok. 6.07
.	19	MADELEINE, Bourdon. (6.06)	14-7	3/3, G	1.1.	Dy	145 120	Frç	98 O.06	Fécamp Massé & Chantelat	C-Or-S; ch. frg; sfb. p.P. 6.06; car. 6.06.	26.99 88-7	7.63 25-2	3.36 11-0	.....	Fécamp	Emile Basile	Fcc. 6.06
✠	20	MADELEINE, Normand. 04 - 65 (11.03)	16	3/3, G	1.1.	Glt	181 99	Frç	03	Kerity Bonne	C-Or-Ht; ch. frg; (sal); p. S; sfb.	29.28 96 1	6.82 22 4	3.38 11-1	.....	Paimpol	Jézéquel	Pmc. 2.56 c.v. 2 06
✠	21	MADELEINE, Wellecom. (2.07)	16-3	3/3, G	1.1.	Glt	121 26	Frç	85 O.07	Dunkerque Pyote Bayaert	C-Or. ch. ev. frg. sfb; (sal); SS. 01; p. S. 00; rp. car. 12.06.	27.47 90-2	6.70 22-0	3.28 10-9	.....	Dunkerque	Ambrosius & fils aîné	Ok. 3.37
✠	22	MADELEINE, Briand. (2.00)	16	3/3, G	1.1.	Glt	118 79	Frç	00 O.07	Kerity Bonne	C-Or-Ht; ch. frg; (sal); sfb; car. 3.07	28.10 92 2	6.57 21-7	3.30 10-10	.....	Treigny	Mme Kerbrat	Pmp. 4.07
.	23	MADELEINE (ex-Good-Hope), Langronne. (12.05)	13-3	3/3, G	1.1.	Kt	93 55	Frç	89 O.06	Penryn E. Martin	C-Or; ch. frg; sfb; (sal); SS. 98; rp-car. 1.06	24.96 81 11	6.66 21-10	3.29 10-10	.....	Granville	Vesval & Langronne	Gr. 1.06
✠	24	MADELEINE, Lainé. (9.05)	13-4	5/6, G	1.1.	Glt	86 71	Frç	76 O.02	St-Malo Gautier	C-Or. ch. frg; sfb; (sal); rp-car. 8.05.	22.8 74 9	5.6 18 4	2.80 9-2	.....	Auray	Le Guennec	L-R 8.05
.	25	MADELEINE (ex-M.-B.-Smith), Leflem. (1.06)	9-3	3/3, G	1.1.	Glt	84 72	Frç	88 re. 04	Lunenburg (N-S)	Sp-B-Ht-P; ch. m. frg; (sal); re. SS. 04-06.	24.60 80-9	6.96 22-10	2.80 9-3	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.06
.	26	MADELEINE, Esnol. (10.95)	12-4	—	—	Glt	56 47	Frç	70 O.95	Ars en Ré	C-Or. ch. frg. sfb; p. n. 90; rp. 93; rp. 93; car. 1.98.	22.0 72-2	6.50 21-4	2.50 8-2	.....	Granville	Quincan	Pmp. 95 c.v. 95
.	27	MADINIXA, Rosa. (7.99)	9-4	—	—	Glt	77 57	Frç	87 O.99	Nova-Scotia	Sp-B-Ht; ch. m. frg; SS. 95; d. ft. m. 7 99; rp. 99.	24.11 97 1	6.81 22-4	2.43 8 0	.....	St-Pierre- Martinique	E. Duval, L. Ernoul & Co	Mtn. 99
.	28	MADONNA-DEL-SOLE, Cervelli. (10.04)	14-3	3/3, P	1.1.	—	23	Itl	90 O.04	Torre-del- Greco	C-P; ch. m. frg; sfb; rp. 01; car. 11 04	17.15 56-3	4.60 15-1	1.79 5-11	.....	Livourne	V. Bramanti	L.vn. 04
✠	29	MADONNA-POMPEI (ex-Lisa), Scala. (5.02)	13-3	—	—	Bq 1 P-B	760 715 709	Itl	80 O.02	Sestri-P. C. Bozzano	C PP M. ch. m. frg; d. ft. m. 5.02; SS. 93; rp. 02.	48.19 158 1	10.30 33-10	6.81 22 4	.....	Naples	Salvatore Mazzella & Co	Nt. 04 c.v. 04
✠	30	MAGA-ALEXANDROS (ex- Vasso), Marcachi, D. (10.00)	13-2	—	—	Bq 1 P-B	549	Tre	75 O.00	Kingsport (N-B)	T-C-PP; ch. m. frg; d. ft. m. 10.98; SS. 00	43.60 143 1	8.60 28-3	5.56 18-3	.....	Samos	Capt	Alx. 0

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.E.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND															
	DATE OF TERM																				
	1	2	3			4														5	6
+	31	MAGDA (ex-Familiens-Haab), Hansen. (12.04) 87-94	16-4	5/6, G	1.1.	B-G	121 100 115	Dan	72 O.05	Aeröskjöbing R. W. Møller	C-Ht; ch. frg; sfb; p. P. 95. SS. 95; rp. 05; car. 5.05.	26.67 87-7	6.23 25-5	3.22 10-7	.....	Aeröskjö- bing	R. Svinding	Cph. 10.05			
+	32	MAGDALEN, ..... (5.07) Yacht.	<b>C</b>	3/3, Y	1.1.	Yacht	20	Rss	03 V.07	Åbo Åbo Batvarf	C-T-Ac-A; ch. cv. frg; sfb.	21.34 70-0	4.27 14-0	2.06 6-9	.....	St-Peters- bourg	Maurice Ver- straee	Åbo 5.07			
+	33	MAGDALENA (ex-Anna-Herber- tha), ..... (8.94)	15-6	—	—	Bq 1 P-B	1108 1031 1007	Nrw	76 O.94	Hamburg B. Wercke Söhne	C-PP-Ht-T; ch. m-frg; (sal); p. PP; SS. 91; d. ft. m. 8.94; rp. 94.	36.31 184-9	11.20 36-9	7.25 13-10	.....	Drammen	K. Bruus- gaard & Co	R.l. 97 c.v. 97			
+	34	MAGDELEINE-DAVOUST, Leroy. (1.93)	16	3/3, G	1.1.	Glt c. P.	148 111	Frç	93 O.02	St-Malo Gautier	C-Or; ch. m-frg; sfb; (sal); p. n. 02; car. 1.05.	28.95 95-0	6.74 22-2	3.48 11-5	.....	Cancale	Herclat & Co	St-M. 2.07 c.v. 2.07			
+	35	MAGGIE-BELLE, Smeltzer. (11.04)	12	3/3, G	1.1.	B-G	124 98	Ang	04	Mahone Bay (N-S) J. Zwicker	Sp-B-P-C; ch. m- frg; (sal); sfb	30.48 100-0	7.06 23-2	3.05 10-0	.....	Lunen- burgh (N-S)	J. Ernst & Son	N-S. 04			
+	36	MAGNET, Gommesen. (1.07) 93-04	14-3	5/6, G	1.1.	Glt	130 114 126	Dan	66 O.94	Thurø P. Bom	C-Ht ch. frg; sfb; (sal); p. P. 86; grp. SS. 7.90; car. 3.01.	26.76 87-10	6.40 21-0	3.30 10-10	.....	Svendborg	R. Jensen (à Thurø)	Svob. 2.07			
+	37	MAGNUS-HUSS, Mattsson. (10.97)	12-5	—	—	Bq 1 P-B	533 493 519	Sds	74 O.98	Sundsvall U. Håggland	P-C; ch. m-frg; sfb; (sal); grp. 93; rp. SS. 98; car 4.02.	47.88 157-1	8.89 29-2	5.28 17-4	.....	Waddö	E. Andersson	Stkh 02			
.	38	MAGRIETHA, Deen, W. (6.07)	<b>I</b>	3/3, P	1.1.	Khn dv 1 m bsc	99 78	P-B	07	Hoogezand G. J. v. d. Werff	A; 2 comp; fl-plt; GE; p. A.	27.12 89-0	5.50 18-0	2.02 6-8	.....	Groningen	Capt	Gng. 6.07			
.	39	MAHMOUT-BEREKETOULA, Mehmet. (8.07)	13-3	3/3, G	1.1.	B-G 1 P-B	109	Tre	90 O.07	Irini	C-P; ch. m-frg; d. ft. m. 8.07; rp. 07.	28.00 31-10	6.50 21-4	4.50 14-9	.....	Constanti- nople	Elias Toufek- seioğlu	Const. 8.07			
.	40	MAHRUSSA (ex-Evangelistria), Hassan. (6.01)	12-5	—	—	Glt	83	Tre	80 O.01	Spezze	P-Ml; ch. m-fr; d. m. 6.01.	22.50 73-10	6.60 21-8	3.90 12-10	.....	Alexandrie	Haggi Aly Helue	Alx. 01			
+	41	MAHUKONA, Marsters. (4.01)	14	3/3, G	1.1.	G3m	742 653	Amr	01	Hoquiam G. Hitchings	P-C; ch. m-frg; (sal); sfb.	55.60 182-5	11.70 38-5	4.40 14-5	.....	San-Fran- cisco	Hind, Rolph & Co	S-F. 03			
+	42	MAÏA, Hamon. (1.05)	16	3/3, G	1.1.	Glt A. & C. P.	164 124	Frç	05	Paimpol Perrot	C-Or-Ht; ch. frg; (sal); p. P; sfb.	32.45 106-6	7.37 24-2	3.62 11-10	.....	Paimpol	Thierry & Bonnaire	Pmp. 2.07 c.v. 10.06			
+	43	MAÏA, ..... (10.96)	16-6	—	—	Glt	98 88 91	Sds	72 O.95	Rudkjöbing S. Boas	C. ch. frg; sfb; (sal); SS. 86; rp. car. SS. 4.95.	24.0 78-9	5.9 19-5	2.98 9-10	.....	Skillinge	N.O. Glibberg	Kngb 98 c.v. 96			
.	44	MAÏJA, Dreymann. (11.05) 05-05	9	3/3, G	1.1.	Glt	164 140	Rss	05	Margrafen M. Sepp	P-C; ch. fr; (sal); sfb; p. P.	27.08 88-10	7.32 24-0	3.50 11-6	.....	Riga	I. Dreymann & Co	Riga 11.05			
+	45	MAÏPO, Hellwege. (3.05) 70-00	<b>I</b>	3/3, L	1.1.	3 m 2 P	1770 1674 1615	Alm	93 11105	Go stemunde Joh. C. Tacklen- borg	A; 2 comp; D. 14.63; G. R. 12m19; G. 8m54; car. 1.07; rp. 99.	75.90 249-1	12.00 39-4	7.01 23-0	.....	Hamburg	N. H. P. Schuldt	Card. 1.07			

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



MAM

NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE	PAVILLON	ANNEE	PORT	MATÉRIEAUX		LONGUEUR	LARGEUR	CREUX	DE CALE	FRANC BORD	PORT	ARMATEURS	DERNIÈRE VISITE																													
PRESSION ET DATE DE VENTE DE LA			DIVISION	TERMIN.	COTE					CONSTRUCTEURS	DOUBLAGE																																					
DATE DU BREVET DU CAPITAINES																																																
ET DE SON COMMANDEMENT ACTUEL																																																
DATE DU TERME																																																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																														
+	46	MAÏUS-BAY, <i>Hansen</i> (10.02 82-04)	16	3.3. P. 1.1.	GM	74	70	Dan	92	Sandholm	C-Htch.frg;(sal);sfb.	22.37 73-5	5.67 18-7	2.38 7-10	.....	Nykjö-bing p. F.	V. Tornøe	Kngb. 9.05																														
+	47	MAKAWELI, <i>Neilson</i> (5.02)	14	3.12. G. 1.1.	3.45	898	11-2	Amr	92	Oakland (Cal)	P;ch.frg;(sal);sfb.	56.38 185-0	12.20 40-0	5.08 16-8	.....	San-Fran-cisco	Hind, Rolph & Co	Vev. 6.06 c.v.5.05																														
.	48	MALABAB, <i>Jossie</i> (8.94)	12-3	-	-	GM	98	Frq	67	Bayonne	C.ch.frg;sfb;SS.88;rp-car.8.94.	21.4 70-3	6.5 21-4	3.04 9-1	.....	Auray	Capt (Quiberon)	Aur. 94																														
.	49	MALADJEZ, <i>Rosent.</i> (8.98)	10-6	-	-	Glt	91	Ass	92	Haynaseh	P-C; ch. frg; (sal);SS.95;car.8.00;rp.04.	24.72 81-5	6.49 21-4	2.90 9-6	.....	Riga	John Mikel-son	Mlm.04																														
.	50	MALENE-BERTHINE, (3.04)	9-2	-	-	Glt	72	.....	78	Bergen	C-P;ch.frg;sfb;grp-car.SS.5.02;rp.04.	22.91 75-2	6.55 21-6	2.60 8-6	.....	.....	.....	Stvg04 c.v.04																														
+	51	MALFRIDUR (ex-Trine-Marie), <i>Hansen, C. K.</i> (6.02 74-89)	13-3	-	-	Glt	54	Dan	82	Nysted	C-Htch.frg;sfb;alg.02;car.6.02.	22.19 72-10	5.34 17-6	1.91 6-4	.....	Marstal	Capt	Kngb.04																														
+	52	MALONE (ex-Earl-Granville), <i>Jensen</i> (12.01)	13-2	3.6. L. 1.1.	2.00	1202	11-2	Nor	77	Harvey (N-B)	Sp-B-PP-C;ch m-fr; (sal);2 p sp;rp SS.94; souf;pr.34;rd.ft-m;3.00;rp.00.	57.33 188-1	11.50 37-9	7.04 23-1	55 60	Laurvig	Bugge & Olsen.	Hf. 3.06																														
+	53	MALOUTIN, <i>Moran</i> (8.92)	16	3.3. L. 1.1.	10	240	11-2	Frq	92	St-Malo	C-Htch.m-frg; (sal);d.m.8.02.	35.80 117-6	8.50 27-11	4.10 13-6	.....	St-Malo	de Boismenu	Av. 3.07																														
.	54	MALOCINE (ex-Blenheim), <i>Mauri</i> (10.99)	9-3	3.3. L. 1.1.	Glt	111	11-2	Frq	75	Lorient	B-Sp-C;ch.m-frg;sfb;car.5.04	25.35 83-2	6.66 21-10	2.80 9-3	.....	St-Pierre-Miquelon	P. Eon	St-M. 2.07 c.v.2.07																														
.	55	MALPAS-BELLE, <i>Baron</i> (10.94)	13-6	-	-	3mG	179	Ang	72	Truro	C-Or-PP.ch.m-frg;sfb; (sal);SS.90;car.4.95	33.37 109-2	6.94 22-9	3.69 12-1	.....	Truro	W. C. Phillips (St-Austell)	Flm.98 c.v.98																														
.	56	MALTA, <i>Leisberg</i> (5.90)	8-4	-	-	Glt	105	Ass	90	Horten	Pch.frg;sfb.	23.47 77-0	7.31 24-0	2.50 8-7	.....	Reval	Graf v. Un-gern Sternberg	Rvl 99																														
..	57	MALVINA (ex-Emma-E-Withe-rell), <i>Mauri</i> (4.06)	13-4	3.3. G. 1.1.	Glt	111	11-2	Frq	80	Essex (Mass)	C-PP;ch.m-frg; (sal);sfb;car.3.06.	27.75 91-1	7.35 24-1	2.88 9-6	.....	St-Pierre	P. Eon	St-P. 4.06																														
+	58	MALWA, <i>Rogers</i> (8.91)	12	3.3. A. 1.1.	Glt	105	11-2	Ang	91	Windsor	Sp-B-C-PP;ch.m-fr; (sal);d.m.4.04.	50.34 165-2	10.66 35-0	4.06 13-4	.....	Windsor (N-S)	F. C. Lock-hart	N-Y. 8.06																														
.	59	MAMANT, <i>Poul</i> (9.00)	3	3.3. P. 1.1.	Glt	111	11-2	Ass	90	Reval	P;ch.fr;(sal);sfb;car.4.04.	25.58 83-11	7.14 24-5	2.80 9-6	.....	Reval	B. Mölder	P.b. 6.06																														
.	60	MAMAUD, (2.00)	1	-	-	Glt	111	Frq	90	Beira	A;hel.aux.2 comp.	15.50 30-10	3.50 11-6	1.55 5-1	.....	Beira	Companhia do Luabo	Hbg 00																														

N. B. -- Les traits -- indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — WATER W.S.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY POWER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	61	MANATAWNY, Wilson. (11.05)	13	3/3, G	1.1.	2 m Barge 1P-B	721 628	Amr	05	Noank (Con.) R. Palmer & Sons	C-PP; ch. frg; (sal); sfh	53.95 177-0	10.66 35-0	4.32 14-2	.....	Philadel- phia	Philadelphia & Reading Transp. Co	11.05	
.	62	MANCHE (ex-Thetis), Lese- néchal. (4.07)	13-3	3/3, G	1.1.	Glt	66 61	Frç	87 O.06	Gloucester (E-U)	C-PP-P; ch. m-frg; (sal); sfh; SS. 4.01; Sp. 06; rp. 06; car. 12.06.	25.89 85-0	7.11 23-4	2.81 9-3	.....	St-Male	Folquet Frs	St-P. 12.06	
.	63	MANCHOURIE (ex-Anastassis), Athanasiadis, A. (9.05)	12-3	3/3, M	1.1.	Glt	52 47	Trc	90 O.05	Castelorizo	ML-P; ch. m-frg; d. m. 12.02.	18.00 59-1	6.00 19-8	3.00 9-10	.....	Chio	Capt	Chio 9.05 c.v. 9.05	
.	64	MANGA-REVA (ex-Pyrénées), CLAYTON APP. Townsend. (10.05)	I	3/3, L	1.1.	Bq 1m 2 P	244 2052	Amr	91 re.05	Glasgow Connell & Co	A; rc.05; car. 11.06.	86.70 284-6	12.95 42-6	7.55 24-9	.....	New-York	Ship « Manga Reva » C <sup>o</sup>	Phil. 11.06	
.	65	MANTOVA (ex-Hermione), P. C. 3-43 Vannucci. (6.07) (6.07)	II	3/3, L	1.1	3 m 2 P	1186 1078	Itl	76 V.07	Aberdeen A. Hall & Co	F; 2 comp.	67.50 221-6	10.45 34-4	6.57 21-7	.....	Venise	Sta Ceramica Mantovana	Vns. 6.07	
.	66	MARCEAU, Butez. (12.05) 98 - 07	14-3	3/3, G	1.1.	Dy	105 88	Frç	93 O.05	Fécamp	C-Or; ch. m-frg; (sal); sfh; rp-car. 9.05.	24.18 79-4	7.03 23-1	3.24 10-8	.....	Fécamp	Vve P. Tou- gard	Chb. 6.07 c.v. 6.07	
+	67	MARCEL-&-EMMA, Le Guen- nec. (10.05)	13-3	5/6, G	1.1.	Bk	188 154	Frç	69 O.05	Nantes Clairgeau	C. ch. frg; sfh; p.n. 91; sfh; rp-car. 3.06.	20.52 67-4	6.71 22-0	3.76 12-4	.....	Vannes	Ducroquet	3.st. 3.06	
.	68	MARCELINA, Gallud. (6.05)	12-4	5/6, A	2.1	B-G	250 240	Esp	66 O.05	Arenys	C-M; Bois dur; P.P; ch. m-frg; a. m. 6.05; rp. 05.	31.54 103-6	8.38 27-6	4.11 13-6	.....	Barcelone	D. Gimenez (à Oran)	B.c. 6.05	
+	69	MARCELINE, Le Blaise. 93 - 06 (1.06)	16	3/3, G	1.1.	Glt	149 112	Frç	06	Kerity Bonne	C-Or-Ht; ch. m-frg; (sal); sfh; p. S.	30.85 101-3	7.18 23-7	3.50 11-6	.....	Paimpol	Vve Chappe- lain	Pmp. 2.06	
+	70	MARCELINO-JANÉ (ex-Sysko- nen), Cardona. (10.99)	9-4	—	—	3 m 2 P	1111 1061	Esp	73 O.99	Christinestad M. Hannus	P; ch. m-frg; (sal); rp. 78; SS. 83; d. ft. m. 10.99	60.75 199-6	11.23 36-9	6.68 21-11	.....	Barcelone	Marcelino Jane	Bre. 01	
+	71	MARCELLE, Bidégant. (7.03) (3/3, P. 1.1.)	13	...	..	Slp	25 17	Frç	03	Paimpol Richard	C-Or-Ht; ch. frg; sfh; rp. 03.	13.25 43-6	4.46 14-7	2.17 7-2	.....	Paimpol	Richard	Hv. 03	
+	72	MARCHIENA, v. d. Laan, H. (5.04)	I	3/3, P	1.1.	Glt dv. bsc	123 103 105	P.B	04	Westerbrock Wortelboer & Co	A; 2 comp; 1/2 D. 4m; R. R. 5m30; G. E. rp-car. 8.05.	31.58 103.8	5.60 18-4	2.13 7-0	.....	Groningen	Capt	Rd. 8.05	
.	73	MARCO-POLO, Simonetti. (5.03)	13-3	—	—	—	22 21	Itl	74 O.03	Loano	C-P; ch. m-frg; sfh; rp-car. 8.03.	14.60 48-0	4.57 15-0	1.80 5-11	.....	Livourne	C. Simonetti (à Viareggio)	Lvn. 03	
+	74	MARÉCHAL-DAVOUT, P. C. 6-85 Heurtel. (5.06) (9.06)	I	3/3, L	1.1.	Bq IP+Bp	2191 1941	Frç	98 V.06	Nantes Chan- tiers de la Loire	A. 2 comp; D. 17m; R. 4m30 & 12m15; G. 11m80; car. 7.07; rp. 04	83.97 270-6	12.31 40-5	6.80 22-7	58 62 1/2	Nantes	René Guillon & René Fleury	Av. 7.07	
+	75	MARÉCHAL-DE-CASTRIES, P. C. 6-85 Moret. (11.05) (7.07) 02-07	I	3/3, L	1.1.	Bq 1P-B	1973 1741	Frç	01 V.05	Nantes A. Duboyon	A; 2 comp; D. 17m69; R. 10-10 & 11m60; G. 15m; car. 7.07.	79.65 261-4	11.83 38-10	6.84 22-5	56 54	Nantes	Société des Ar- mateurs Nantais	Caro 7.07	

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## MAR

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES 13	LARGEUR EN MÈTRES 14	CREUX DE CALE EN MÈTRES 15	FRANC BORD — EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut Net Sous le pont	DOUBLAGE — RÉPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✝	76	MARÉCHAL-DE-GONTAUT, P. C. 8-114 (6.06)	Trotel. (2.06)	I	3/3, L	1.1.	Bq	2340 2025	Frç	02	Nantes	A; 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m; car. 6.06; rp. 05.	84.61 277-8	12.31 40-5	6.91 22-8	58 61	Nantes	Cie de Naviga- tion Française	Card. 7.06		
✝	77	MARÉCHAL-DE-NOAILLES, P. C. 6-85 (8.07)	Robart. (10.06)	I	3/3, L	1.1.	Bq	2708 2167	Frç	02	Nantes	A; 2 comp; awningd; R. 3m70 & 7m; rp. 03; car. 8.07.	84.84 278-5	12.38 40-8	6.87 22-6	36 1/2 39 1/2	Nantes	Cie de Naviga- tion Française	Lvp 8.07		
✝	78	MARÉCHAL-DE-TURENNE, P. C. 6-85 (7.05)	Nédellec. (4.03) 00 - 06	I	3/3, L	1.1.	Bq	2204 1939	Frç	99	Nantes Chan- tiers de la Loire	A; 2 comp; D. 17m; R. R. 3m35; R. 12.65; G. 11m80; p. A; rp. 04; car. 4.07.	83.97 275-6	12.31 40-5	6.89 22-7	58 61	Nantes	René Guillon & René Fleury	Lo. 4.07		
✝	79	MARÉCHAL-DE-VILLARS, P. C. 6-85	Pannerer. (12.03)	I	3/3, L	1.1.	Bq	2198 1941	Frç	99	Nantes Chan- tiers de la Loire	A; 2 comp; D. 17m; R. 3m35 & 12.65; G. 11m80; p. A; rp 06; car. 6.06.	83.97 275-6	12.31 40-5	6.89 22-7	58 61	Nantes	René Guillon & René Fleury	Av. 8.06		
✝	80	MARÉCHAL-SUCHET, P. C. 6-85 (3.07)	Ramet. (5.07)	I	3/3, L	1.1.	Bm	2270 1991	Frç	02	St-Nazaire	A; 2 comp; D. 21m; R. 6m53 & 17m86; G. 17m50 car. 5.07.	85.71 281-3	12.41 40-9	6.93 22-9	57 1/2 60 1/2	Nantes	Sté des Voiliers Nantais	Glsq. 5.07		
✝	81	MAREN, Albertsen. (12.05)	93 - 02	16-G	3/3, G	1.1.	G3m	223 199 218	Dan	83	Marstal	C-Ht; ch. frg. sfb; (sal); p. PP. 06; gr-p-car. SS. 6.06.	34.16 112-1	7.93 26-0	3.79 12-5	.....	Marstal	H. C. Chris- tensen	Svdb. 6.06		
.	82	MARGARET, Rees. (3.03)	(3/3, P. 1.1.)	12	...	..	Kt	50 42	Ang	03	Plymouth	C-Nr-PP-Ht; ch. frg; (sal); sfb.	20.91 68-7	5.64 18-6	2.16 7-1	.....	Bideford	John Lamey (à Appledore)	Plm. 03		
.	83	MARGARET-SUTTON, Barrett (11.04)		II	3/3, A	1.1.	B-G	197 159	Ang	66	Cork	F; 2 comp; rp-car. 4.06.	31.83 104-5	7.18 23-7	3.86 12-8	.....	Plymouth	Th. Steer.	Pim. 4.06		
✝	84	MARGARETA, Johansson. (2.03)		13-4	—	—	Bq	312 289	Sds	79	Oscarshamn	P-C. ch. m. frg; (sal); SS. 99; p. 03; d. ft. m. 9.99.	39.95 131-2	7.67 25-2	3.91 12-10	.....	Oscarshamn	Olof Wingren	Got. 03 c. v. 01		
.	85	MARGARETHA, voir aussi M		MARGARETHE, MARGRETHE, MARGARIDA, MARGARITA.																	
✝	86	MARGARETHA, Wegener, Cl. (10.00)		15	3/3, P	1.1.	Glt	62 47	Alm	00	Barth	C-Ht; ch. frg; (sal); sfb; car. 1.07.	20.30 65-7	5.95 19-7	2.25 7-5	.....	Hamburg	Capt (in Lohklint)	Flsb. 4.07		
✝	87	MARGARETHA, Thode, H. (6.93)		14-6	—	—	Glo	56 49	Alm	79	Nübbel	C-Ht. ch. frg. sfb; p. S; car. SS. 6.93.	19.50 64-0	5.50 18-0	2.18 7-2	.....	Rendsburg	Capt	Glsq 95		
✝	88	MARGARETHA, Jelden, F. (3.93)		14	—	—	Tjk dv	47 37 41	Alm	93	Edeweicht	C-Ht; ch. frg; sfb; /d. plt; rp-car. 8.92.	21.10 69-3	4.60 15-1	1.50 4-11	.....	Westrhau- derfehn.	Capt	Kiel 02		
.	89	MARGARETHA, Meyer, W. (3.99)		12-4	—	—	Gls Ev	49 40	Alm	69	Elmshorn	C. sfb; 1/2V; fd. plt; rp-car. SS. 3.99.	20.10 66-0	6.20 20-4	2.13 7-0	.....	Anclam	Capt	Cph. 00 c. v. 00		
✝	90	MARGARETHA (ex-Agatha), Hijkema. (2.06)		I	3/3, P	1.1.	Tk dv. 2m bsc	88 68 75	P-B	99	Oostwold	A-F; 2 comp; G. E; fd. plt; p. A; rp-car. 2.06.	25.08 82-4	5.00 16-5	2.19 7-2	.....	Groningen	Capt	Cng 2.06		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Speed survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															gross — Register — under deck
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	91	MARGARETHA (ex J.-A.-Thomson), <i>Huth</i> . (1.99)	13-4	—	—	3 m 2 P	1250 1248 1220	Nrw	69 O.99	Bath (Me) A. Hathorn	C-PP.ch.m-fr;(sal);SS. 93;rp.99;d.ft-m.12.01.	60.38 198-1	11.71 38-5	7.24 23-9	.....	Fredrikstad	A. Hannestad	Hbg.01		
.	92	MARGARETHE, voir aussi MARGARETHA	BGAR	ETHA	MA	BGR	ETHE	MAR	GARI	DA, MARGARITA.										
✠	93	MARGARIDA (ex-Flid), <i>Camello</i> . (11.03)	12-6	3/3, A	1.1.	Bq G	385 263 338	Ptg	87 O.03	Avondale (N-S) W. H. Mosher	Sp-B-Ht-C;ch.m-frg; (sal);p.Sp;d.ft-m.11.03; rp.SS.99.	41.53 136-7	9.75 32-0	3.86 12-8	.....	Lisbonne	J.T. Medeiros	Lisb 11.05 c.v.05		
✠	94	MARGIENA-ANNETTE, <i>Meijer</i> . S. (1.04)	I	3/3, P	1.1.	Tjk dv lm bsc	93 86 81	P-B	95 V.04	Martenshoek Niestern & tel'elde	A-F; 2 comp; G-E; rd.plt;p.A.car.2.06.	25.60 84-0	5.32 17-6	2.16 7 1	.....	Groningen	Capt	Gng. 2.06		
✠	95	MARGIT, <i>Jonsson</i> . (3.05)	13	3/3, G	1.1	Glt	116 99	Sds	05	Halmstad V. Frandsen	C-P;ch.frg;(sal); sfb;rp-car.3.07.	28.40 93-2	7.55 24-9	3.19 10-6	.....	Halmstad	A. Svensson	Got. 3.07		
.	96	MARGOT (ex-Bonanza), <i>Yvon, J.</i> (1.02)	9-7	3/3, P	1.1.	Glt	54 21	Frq	00	Burnt-Bay (T-N)	Sp-B-P;ch;m-fr; (sal);sfb;car.12.01	21.17 69-6	6.06 19-10	2.32 7-8	.....	St-Pierre-Miquelon	Capt	St-P. 4.06 c.v.4.06		
✠	97	MARGOT, <i>Mottsson, A.</i> (11.95)	12	—	—	Glt	40	Sds	95 O.01	Sjötorp S. Groth	P-C;ch.frg;sfb; (sal);rp-car.5.01.	19.95 65-5	5.49 18-0	2.23 7-4	.....	Hellevik	Capt	Strs.01		
✠	98	MARGRETHE, <i>Petersen</i> . 88- — (2.95)	16	3/3, P	1.1.	Glt	60 47 57	Dan	95 O.03	Svendborg A. Jensen	C-Ht;ch.frg;sfb; (sal);p.P;car.8.99.	20.75 68-1	5.59 18-5	2.23 7-4	.....	Marstal	L. Petersen	Kngh. 4.05		
✠	99	MARGRETHE, <i>Jordt, J. N.</i> (6.98)	16-6	—	—	Glt	42 35	Dan	83 O.98	Flensburg E. J. Weeder-mann	C-Ht.ch.frg;-fb; (sal)car.7.00;rp.02	18.0 59-0	4.6 15-0	2.06 6-9	.....	Faaborg	Capt	Kngh.02 c.v.02		
✠	100	MARGRETHE (ex-Pioneer), <i>Ostern</i> . (5.03)	12-4	5/6, A	1.1.	Bq 1 P-B	1118 1102 1030	Nrw	81 O.03	Selma(N-E) Ch. Co.	B-Sp-C;ch.m-frg;(sal); SS.93;rp.06;d.ft-m. 11.06.	58.2 190-11	10.5 34-6	6.86 22 6	.....	Christiania	Chr. Möller	Lvp. 12.06		
.	101	MARGRIETHA, voir aussi MARGARETHA	MARGAR	ETHA	MA	BGAR	ITHA.													
✠	102	MARGUERITE, <i>Durand</i> . (3.06)	14-4	5/6, A	1.1.	B-G	160 128	Frq	75 O.06	St-Malo J. Parnet	C-Or.ch.fr-m;p.n. 99;rp.SS.96;d.ft-m.2.02	26.00 85-4	6.80 22-4	3.50 11-6	.....	Granville	Capt	Grv. 3.06 c.v.3.06		
✠	103	MARGUERITE, <i>Hars</i> . (6.06) 75-06	14-3	5/6, G	1.1.	Glt	166 184	Frq	70 O.06	Dunkerque D. n. Cauwenberghe	C-Or.ch.ev.frg;-fb; (sal);p.n.91;grp.81;SS. 95;car.9.01;rp.06.	29.23 95-0	6.50 21-4	3.62 11-10	.....	Dunkerque	L. Goetghebeur	Dk. 6.06 c.v.6.06		
✠	104	MARGUERITE, <i>Wellems</i> . — — 04 (2.04)	16	3/3, G	1.1	Glt	155 117	Frq	04	Gravelines Verdoy-Deligny	C-Or;ch.frg;(sal); sfb.	29.25 96-0	7.12 23-4	3.70 12-2	.....	Gravelines	Maniez & Daullé	Dk. 3.07 c.v.3.07		
✠	105	MARGUERITE, <i>Lhotellier</i> . (2.06)	14-3	5/6, A	1.1.	Glt	125 122	Frq	79 O.06	St-Vaast E. Costey	C-PP-Or.ch.m-frg; d.m.4.04.	28.00 92-0	6.40 21-0	3.31 10-10	.....	St-Malo	M <sup>me</sup> Lemoine	St-M. 2.06 c.v.2.06		

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## MAR

NAVIGES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE JONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN PIEDS ET POUCES 13 14 15	LARGEUR EN PIEDS ET POUCES 13 14 15	CREUX DE CALE EN PIEDS ET POUCES 13 14 15	FRANC- BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		Brut Net Sous le pont	ANNÉE de la construction												
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠ 106	MARGUERITE (ex-Daisy-Steer), Delacour. (6.03) 89 - 06	I	3/3, P	1.1.	2 m bse dv	117 79 79	Frç	03	Burght Ve Duhoux & Zonen	A; 3 comp; rp-car. 6.06.	27.41 90-0	6.62 21-9	2.22 7-4	.....	Cherbourg	V. Lepoitevin	Chb. 11.96		
✠ 107	MARGUERITE, Kerjolis. 06-06 (8.07)	13-4	5/6, G	1.1.	Glt	116 95	Frç	83 O.07	Paimpol Laboureur	C-Or.ch.frg.sfb;p. n.01;car.6.05;rp.07.	26.5 87-0	5.9 19-4	3.35 11-0	.....	Lannion	Henri Morvan	Pmp. 8.07 c.v. 8.07		
✠ 108	MARGUERITE, Fouchet. (4.93)	15	3/3, G	1.1.	Kt	102 76	Frç	93 O.00	La Richardais L. Tranchemer	C-Ht;ch.frg;sfb; p.n.00;car.2.06;rp.07.	23.50 77-2	5.80 19-1	3.03 9-11	.....	Cancale	P. Perrigault	St-M. 3.07 c.v. 3.07		
109	MARGUERITE (ex-Queen-of- the-Fleet), Roulet. (7.07)	14-2	3/3, G	1.1.	Kt	93 66	Frç	84 O.07	Rostock	C-Or;ch.frg;sfb; G E;SS.01;car.7.02	25.41 83-5	6.42 21-1	3.26 10-8	.....	Boulogne	L. Malet	St-M. 7.07 c.v. 7.07		
✠ 110	MARGUERITE, Nollean. 06-06 (10.94)	15	3/3, P	1.1.	Dy	51 26	Frç	94 O.04	Nantes P. Sevestre	C-Or.ch.frg.sfb; car.8.04.	18.53 60-10	5.30 17-5	2.25 7-5	.....	Iled'Yeu	Cadou (à Nantes)	St-L. 5.07 c.v. 5.07		
✠ 111	MARGUERITE-DOLLFUS, P.C. 6-85 (7.02) 00-05	I	3/3, L	1.1.	Bq 1 P-B	1948 1724	Frç	99 V.07	Nantes Chan- tiers de la Loire	A; 2 comp; D.17m; R. R 5m50; R. A. 12m90; G. 12m20; p. A; rp. 03; car. 1.07.	82.44 270-6	12.10 39-8	6.80 22-4	56 59	Le Havre	Société des Voi- liers Français	Tom. 1.07		
✠ 112	MARGUERITE-MOLINOS, P. C. 5.5 78 (2.06) Ficheux. (9.05)	I	3/3, L	1.1.	Bq 1 P-B	1928 1775	Frç	97 V.06	Havre Forges et Chaudiers de la Méditerranée	A; 2 comp; D.17m20; R 5m50 & 12m80; G. 11m50; 1/2 p. A; rp.04; car.3.07.	81.70 254-7	12.03 39 5	6.78 22-1	56 1/2 61	Le Havre	Société des Voi- liers Français	Av. 3.07		
113	MARIA, voir aussi MARIE.																		
✠ 114	MARIA, Kiepe, H. (6.05)	I	3/3, P	1.1.	Kn dv 2m bse	123 111 104	Alm	05	Westerbroek G.J. Wortelboer	A-F; 2 comp; 1/2 D. 5m50; p. A; car.8.07	30.82 101-2	6.02 19-8	1.97 6-6	.....	Haren a/d. Ems	Capt	Genj. 8.07		
✠ 115	MARIA, Looks, A. (7.99, 3/3, P. 1.1.)	13	...	...	Glt	49 40	Alm	99	Seedorf G. Krüger	C-Ht.ch.frg;sfb; (sal).	18.52 60-7	5.57 18-5	2.06 6-8	.....	Stralsund	Capt (à Neu- weddeviga/R)	Brth 04 c.v. 04		
✠ 116	MARIA, Behning, C. (6.06)	15-3	3/3, P	1.1.	Glt	39	Alm	95 O.02	Barth C. Holzerland	C-Ht;ch.frg;(sal); sfb;car.6.02;rp.06.	15.89 52-3	5.43 17-10	1.92 6-4	.....	Barth	Capt	Brth. 6.06 c.v. 6.06		
✠ 117	MARIA, Glup, H. (6.87)	14	—	—	Kff dv	40 32 35	Alm	87 O.94	Nordloh Reil	C-Ht.ch.frg;fd.plt; sfb;rp-car.8.99	16.9 55-6	4.8 15-1	1.70 5 7	.....	Barssel	Capt	Wes. 99		
118	MARIA, Höpfner, M. (4.07)	13-4	5/6, P	1.1.	Gls	31 27	Alm	76 O.07	Barth J. Brakenwagen	C-Ht;ch.frg;sfb;(sal); grp.94;rp.99;car.SS. 4.07.	15.36 50-4	4.90 16-1	2.04 6-7	.....	Barth	Capt (in Neuwarp)	Sit. 4.07		
119	MARIA, Ecken, L. (12.94)	11-3	—	—	Kff dv 1m	29	Alm	83 O.94	Ihlowerfehn J. Behrens	C-Ht.ch.frg;sfb;p.S; rp-car.12.94.	16.4 53-9	3.7 12-2	1.60 5-3	.....	Ost-Rhau- derfehn	Capt	Ppb. 94		
120	MARIA, Berg, C. (3.96)	12-4	—	—	Slp	28	Alm	67 O.96	Seedorf a/R J. Krüger	C-Ht;ch-fr.sfb;p.P. 96;grp-car.SS.3.96	14.60 47-11	4.03 13-2	1.83 6-0	.....	Stralsund	Capt (Seedorf a/R)	Strs. 96		

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH — — IN FEET AND INCHES	BEAM — — IN METERS	DEPTH OF HOLD — — IN FEET AND INCHES	FREE BOARD — — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
• 121	MARIA, Petersen, L.	(9.92)	11-4	—	—	Glt	113 100 110	Dan	56 O.92	Holbek	C-Ht.ch.m.sfb;p.n. 76;SS.82;rp-car.9.92.	25.78 84-7	6.23 20 5	3.06 10-0	.....	Holbek	P. Smith	Got. 92														
✠ 122	MARIA, Oleaga.	(9.04)	14-4	5/6,*	A 2.1.	Bq 1 P-B	512 492	Esp	65 O.01	Fähr H. F. Ulrichs	C-PP;ch.m.SS.00; rp.04;d.ft-m.8.04.	43.99 144-4	9.27 30-5	5.17 17-0	.....	Bilbao	T. Gorocica	Brc. 04														
• 123	MARIA (ex-Volador), Sust.	(5.93)	12-4	—	—	Bq 1 P-B	287 273	Esp	62 O.93	Sestri	C-Ml;Bois dur;ch.m. 1/2 p.n.93;d.cv.5.93; grp.SS.93.	35.38 116-1	8.36 27-5	4.27 14-0	.....	Barcelone	Capt	Brc. 95														
✠ 124	MARIA, Le Guen. 02-04	(2.04)	11-4	3/3, P	1.1.	Kt	47 39	Frç	89 O.01	Paimpol Pilvin	C-Or-Ht-PP-S;ch.frg; sfb;grp.98;rp.99; car.4.06.	18.52 60-9	5.56 18-3	2.51 8-3	.....	Tréguier	Lepetit & Du- gué-Pereux	Pmp. 4.06														
✠ 125	MARIA (ex-Maria-T.), Niko- lakis. (10.04) 77-04		13-3	3/3, A	1.1.	Bq 2 P-B-h	935 750	Gre	79 O.04	Lussinpiccolo N. Martinotich	C-Ml-PP-Ht;ch.m.-frg; (sal);hurric.2 p.S;d.ft- m.10.04;SS.01.	47.70 156-6	9.75 32-0	8.08 26-6	.....	Syra	Demetrio A. Ni- colakis (à Chio)	Gn. 01														
• 126	MARIA, Fariello.	(11.06)	13-6	3/3, L	1.1.	Bq 1 P-B	580 518 503	Itl	93 O.06	Alimuri G. Starita	C-P;ch.m.-frg;rp. SS.06;d.ft-m.10.06.	47.20 154-10	9.70 31-10	5.30 17-5	.....	Castella- mare	Filippo Lauro (Meta)	Npl. 10.06														
• 127	MARIA, Botto. 95-05	(5.07)	12-3	3/3, A	1.1.	3mG 1 P-B	812 296	Ptg	97 O.07	Porto-Mauri- zio.	C-PP;ch.m.-frg; d.ft-m.5.07.	36.85 120-11	8.40 27-7	4.25 13-11	.....	Lisbonne	Antonio Henriques	Lisb. 5.07														
• 128	MARIA (ex-Zacharoula), Pateras. (6.98)		12-3	—	—	Bk 1 P-B	285	Rmn	89 O.98	Syra	C-Ml;ch.m.-frg;d. ft-m.6.98.	32.00 105-0	8.10 26-7	5.00 16-5	.....	Galatz	G. Cotoguri	Cnst 01														
• 129	MARIA, Münnapso. (7.03) Moteur aux.		3-4	—	—	G3m	254 181 235	Rss	99 re 9. O.63	Hungerburg A. Lahn	P;ch.frg.sfb;(sal); car.8.05;p.n.05;rp.05.	34.61 113-7	8.26 27-1	3.76 12-4	.....	Reval	M. M. Maka- row	Hlsf. 8.05														
• 130	MARIA, Kirstein, J. (8.93)		9	—	—	Glt	111 108 103	Rss	93 O.98	Neubad J. Kirstein	P;ch.frg;sfb;(sal); G-E;car.4.98.	22.10 72-6	6.66 21-10	3.05 10-0	.....	Riga	Capt&I.Jaun- sem (à Neubad)	Riga 98														
• 131	MARIA, Juriska, J. (6.93)		3-3	—	—	Glt	73	Rss	91	Wederlaks Anski	P;ch.frg;sfb.	22.18 72-9	6.25 20-6	2.29 7-6	.....	Fredriks- hamn	M. Kyckling	Riga 93														
• 132	MARIA, Nilsson. (5.02) (3/3, G. 1.1.)		11-6	...	...	Glt	109 100 102	Sds	94 O.02	Nylandsö	P-C;ch.frg;(sal); sfb;car.SS.5.02.	23.75 77-11	6.60 21-8	2.76 9-1	.....	Lycke	J.Albrektsson	Got. 02														
✠ 133	MARIA, Pålsson, J. (7.03) (3/3, P. 1.1.)		14	...	...	Glt	56 46	Sds	63	Rää	C-P;ch.frg;sfb.	21.95 72-0	6.40 21-0	2.23 7-4	.....	Rää	Capt	Got. 03														
• 134	MARIA (ex-Christina), Niki- foros. (4.06)		14-3	3/3, A	1.1.	Bk 1 P-B	367 226	Tre	87 O.01	Cassos	C-P;ch.m.-frg;grp. 05;d.ft-m.2.05.	37.00 118-1	8.70 28-6	5.60 18-4	.....	Constanti- nople	Joannis Nikiforos	Cnst. 4.06 c.v. 4.06														
• 135	MARIA, Elias, N. (11.01)		13-2	—	—	Bq 1 P-B	263	Tre	80 O.01	Castellosso	P-C;ch.m.-frg;sfb; rp-car.bitume.12.00.	30.93 101-6	8.10 26-7	4.80 15-9	.....	Chio	Capt	Smn.01														

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## MAR

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈLEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCHES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net				PORT DE CONSTRUCTION — CONSTRUCTEURS	DOUBLAGE — RÉPARATIONS							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
	?	4	5																		
• 136	MARIA, <i>Maudafumis, T.</i> (11.99)	11-2	—	—	Bk	126	Tre	89 0.99	Samos	C-P; ch.m-fr; sfb; car. 11.99.	—	—	—	—	—	—	—	Samos	Capt	Alx. 9.	
• 137	MARIA, <i>Karoulia.</i> (11.03)	12-2	—	—	Bq 1 P-B	110	Tre	87	Pirée	C-P; ch.m-fr; sfb; car. 6.0.1.	24.00 78-9	9.00 29-6	4.42 14-6	—	Carlovatz (Ile de Samos)	Nicolaos M. Karoulia	Syra 03				
• 138	MARIA, <i>Tsouvekis.</i> (2.02)	12-6	3/3, M	1.1.	Glt	83 70	Tre	95 0.02	Syra	P-Ml; ch.cv-fr; (sal); sfb; car. 98.	21.00 68-11	6.90 22-8	3.30 10-10	—	Chio	C. Tsouvekis (à Syra)	Pir. 04 c.v. 02				
• 139	MARIA-A. (ex-Maria), <i>Pulmisano.</i> (5.04) — - 85	13-3	3/3, A	1.1.	B-G 1 P-B	167 160	Itl	83 re. 96 0.04	Varazze <i>P. Vattino</i>	C-Ht; ch.m-fr; p.Ml; SS. 04; d.ft-m. 4.04.	31.19 102-4	7.55 24-9	3.53 11-7	—	Palerme	F. Arrigo (à Termini)	Npl. 6.06				
• 140	MARIA-CARMELA (ex-Maria- B.), <i>Geraca.</i> (11.03) (5/6, G. 1.1.)	13-3	...	...	B-G 1 P-B	159	Itl	63 0.03	Trieste	C-P; ch.m-fr; d.ft- m. 11.03; rp. SS. 03	34.00 111-7	6.85 22-6	4.50 14-9	—	Catane	L. Geraca	Npl. 0.				
• 141	MARIA-CHECCHINA (ex-Maria- Vittoria), <i>Monaco.</i> (9.05) 01 - 05	13-3	5/6, M	1.1.	B-G	82 77	Itl	59 re. 84 0.05	Messina	C-P; ch.frg; p.n. 84; sfb; SS. 01; rp. car. 8.05.	22.2 72-10	6.1 20-0	3.10 10-2	—	Messine	Maria Donato Frisone	Mss. 8.05				
• 142	MARIA-DAS-DÓRES (ex-Pedro- Maristany), <i>Pereira.</i> (4.00)	12-4	—	—	B-G 1 P-B	293 282	Ptg	70 0.00	Arenys	C-Ml; ch.m.cv; rp. SS. 95; d.m. 11.95.	29.30 96-0	6.00 19-8	4.00 13-2	—	Lisbonne	M. Peirera Serrao	Lisb. 00 c.v. 00				
• 143	MARIA-DI-PORTO-SALVO (ex-Cuore-Maria-di-Pompéi), <i>Scotto d'Uccio.</i> (3.07)	14-3	5/6, A	1.1.	Bk 1 P-B	394 387	Itl	75 0.04	Cassano <i>A. Castellano</i>	C-P-PP; ch.m.frg; p.P. SS. 99; rp. 04; d.ft-m. 3.04	37.0 121-5	9.12 29-11	5.70 18-9	—	Naples	F. Lofaro & M. Albanese (Torre del Greco)	Mrs. 9.07 c.v. 9.07				
• 144	MARIA-GIUSEPPINA, <i>Tomei.</i> (5.07)	13-2	3/3, G	1.1.	B-G	95 91	Itl	92 0.07	Viareggio	C-P; ch.m-frg; d.ft- m. 8.03.	36.35 86-6	6.80 22-4	3.05 10-0	—	Livourne	P. Gemignani	Lvn. 9.07				
• 145	MARIA-LAURA (ex-Fiume-E.), <i>Fienga.</i> (3.03)	14-3	3/3, A	1.1.	Bq 1 P-B	677 643 647	Itl	81 0.03	Fiume	C-Ml-Ht; ch.m.frg; rp. SS. 03; d.ft-m. 2.03.	50.00 164-9	10.00 32-10	6.15 20-2	—	Castella- mare	Salv. Fienga	Mrs. 10.05				
• 146	MARIA-LOUIS (ex-Critic), <i>Fristil.</i> (2.05)	13-4	5/6, G	1.1.	Glt	108 75	Frç	78 0.95	St-Malo <i>Gautier</i>	C.ch.m-frg; sfb; p.n. 03; car. 2.07.	25.60 85-6	6.21 20-4	2.92 9-8	—	Cancalle	Herlat & Co	St-M. 2.07				
• 147	MARIA-LOUISE (ex-Geeszienna), <i>Engellandt, P.</i> (2.06) 99 - 03	12-3	3/3, P	1.1.	Kff dv 1 m bse	86 68	Alm	86 0.06	Martenshoek <i>B. Niestern</i>	C-PP; sfb; d.ft. pl; (sal); car. SS. 3.03; rp. 06.	23.20 76-0	5.20 17-0	2.36 7-9	—	Breiholz	Capt	Hbg 11.66 c.v. 11.06				
• 148	MARIA-LUIGIA, <i>Binicos.</i> (12.04)	13-3	3/3, G	1.1.	Bq 1 P-B	482 458 449	Grc	76 0.00	Equa <i>A. Gargiulo</i>	C-P; ch.m-fr; p.P; d. ft-m. 3.00; rp. SS. 00	39.50 129-8	8.70 28-7	5.75 18-11	—	Pirée	N. Binicos	Mrs. 8.05 c.v. 3.05				
• 149	MARIA-LUISA (ex-Maria-Mar- garito-Bourzone), <i>Martinez</i> (9.03)	13-3	5/6, L	1.1.	Bq 1 P-B	660 591	Esp	76 0.03	Varase	C-P-PP.ch.m-frg; rp. SS. 03; d.ft-m. 9.03	48.39 158-9	9.88 32-5	6.25 20-6	—	Villagarcia	Rio & Carrero	Bic. 7.07				
✠ 150	MARIA-MARGRETHA, <i>Johansson.</i> (9.04)	14-4	5/6, L	1.1.	Bq 1 P-B	767 734 639	Sds	77 0.04	Framnäs	P-C.ch.m.frg; (sal) SS 94; d.ft-m. 7.03; rp. 04.	50.73 166-5	9.40 31-0	5.92 19-5	—	Timrå	Wifsta Rederi Aktiebolag	Hrns 04				

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECK	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN FEET AND INCHES	FREE BOARD  SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	151	MARIA-PRINCIPIA, <i>Castellano</i> . (9.00)	13-5	—	—	Bq 1 P-B	$\frac{442}{208}$ 425	Itl	72 0.00	Capodistria	C-Ml;ch.m-frg;rp. SS.00;d.ft-m.8.00.	40.47 132-10	8.90 29-2	5.85 19-2	.....	Naples	G. Ucello	Npl. 03	
.	152	MARIA-SOARES, ..... (1.01) (3/3, A. 1.1.)	10	...	..	Glt	169	Ang	00	Villa-do-Conde	Ml-P;ch.m-frg;d. ft-m.10.00;rp.02.	27.45 90-1	7.41 24-4	3.23 10-7	.....	London	Pearl Fisheries Ltd	Qst. 02	
✠	153	MARIA-STELLA, <i>Wiemkes</i> . (9.99)	14-4	—	—	Glo	$\frac{78}{68}$	Alm	83 0.00	Haren <i>Sibom</i>	C-Ht.f.d.plt;sfb; rp.SS.00;car.2.02.	22.2 73-0	5.1 16-9	2.19 7-2	.....	Haren	G. Gerdemann	Wes.02	
✠	154	MARIA-TERESA, <i>Cabot</i> . (11.02)	14-2	—	—	B-63m 1 P-B	$\frac{303}{292}$	Esp	68 0.02	Bilbao <i>J. de Arana</i>	C-PP.ch.m:d.ev. 11.99;grp SS.99;rp.02	34.77 114-1	7.93 26-0	4.44 14-6	.....	Barcelone	F. Ferrès	Brc. 02 c.v.02	
.	155	MARIANE (ex-Hoffnung), <i>Andersen</i> . (6.91)	12-4	—	—	Gls	$\frac{63}{56}$ 62	Dan	57 re.78 0.91	Arnis <i>Johansen</i>	C-Ht;ch.frg;sfb;(sal);p. 8.78;grp SS.87;car. 6.91.	19.00 62-4	5.00 16-5	2.70 8-10	.....	Marstal	E.N. Petersen	Svdb93	
.	156	MARIANNA, voir aussi MARIANNE.	ANNE.																
✠	157	MARIANNA (ex-Gio-Batta-Bri-gnetti), <i>d'Almeida</i> . (7.02)	13-5	—	—	Bq 1 P-B	978	Ptg	$\frac{75}{re.98}$ 0.02	Loano	C-PP;ch.m-frg;ve. SS.98;d.ft-m.8.04;rp.04.	54.73 179-9	10.95 36-0	6.95 22-10	.....	Lisbonne	J. A. Ferreira & Co	Lisb. 11.06 c.v. 11.06	
.	158	MARIANNE, voir aussi MARIANNA.	ANNA.																
✠	159	MARIANNE, <i>Le Roux</i> . (4.01) 03-05	15	3/3, G	1.1.	Glt	$\frac{188}{99}$	Frç	01	Kérity <i>Gouasdoué</i>	C-Or-Ht;ch.frg; sfb;rp-03;car.6.07.	29.45 96-8	6.96 22-10	3.19 10-6	.....	Paimpol	Dauphin (Kérity)	Pmp. 6.07	
.	160	MARIE, voir aussi MARIA.																	
✠	161	MARIE, <i>Kaening, C.</i> (4.03)	13-4	—	—	Glt	$\frac{86}{71}$ 77	Alm	73 0.03	Stralsund <i>J. Peuss</i>	C-Ht;ch.frg;sfb; grp.97;rp-car.SS.4.03	21.30 70-0	5.50 18-0	2.80 9-2	.....	Stralsund	Capt	Brth 03	
✠	162	MARIE, <i>Garms, A.</i> (4.01)	16	3/3, P	1.1.	Gls	$\frac{64}{49}$	Alm	01	Cranz <i>Sietas</i>	C-Ht;ch.frg;(sal); sfb;car.5.05.	21.54 70-8	6.10 20-0	2.20 7-3	.....	Hamburg	Capt (in Mühlenberg)	Hbg 5.05	
✠	163	MARIE, <i>Thode, P. S.</i> (4.01)	16	3/3, P	1.1.	Gls	$\frac{62}{49}$	Alm	01 0.07	Finkenwarder <i>Behrens</i>	C-Ht.ch.frg;(sal); sfb;rp.04;car.6.07.	21.18 69-6	6.00 19-8	2.20 7-3	.....	Hamburg	Capt (in Breiholz)	Hbg 6.07	
✠	164	MARIE, <i>Lütjens</i> . (4.01)	15	3/3, P	1.1.	Glt	$\frac{66}{50}$	Alm	01 0.06	Barth <i>C. Holzerland</i>	C-Ht;ch.m-frg; (sal);sfb;car.5.06.	21.00 68-11	5.96 19-7	2.27 7-6	.....	Itzehoe	M. G. Lütjens (Oldenbüttel)	Fisb. 5.06	
✠	165	MARIE, <i>Brose, J.</i> (5.99) 95-01 (3/3, P. 1.1.)	15	...	..	Glt	$\frac{49}{46}$ 46	Alm	99	Anclam <i>J. C. Peuss</i>	C-Ht;ch.frg;(sal); sfb;car.3.03.	20.57 67-6	5.29 17-4	2.15 7-1	.....	Neuwarp	Capt	Knbg.04	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



NAVIRES & CAPITAINES			CLASSIFICATION			GIREMENT NOMBRE DE PONT	PAVILLON	ANNÉE de construction	PORT DE CONSTRUCTION CONSTRUCTEURS	MATÉRIAUX DOUBLAGE REPARATIONS	LON- GUEUR EN MÈTRES	LARGUEUR EN MÈTRES	CRIÉE DE CALE	Eau SALE H.A.N.	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE									
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TRIME	COTE																							
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL DATE DU TERME																										
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19									
166	MARIE, Wichmann, A. (9.99)	13-6	—	—	Glt	147	77	Alm	C-Ht.ch.frg.sfbp-car.SS.9.99.	18.3 60-1	5.4 17-9	2.20 7-3	.....	Crampass a/R	Capt	Strs.99										
167	MARIE. Tredup, J. (8.99)	12-4	—	—	sl	141	71	Alm	C-Ht.ch.frg.sfbp-car.SS.9.99.	14.4 47-3	4.5 13-1	1.01 6-6	.....	Barth	Capt (Lietzo- werfähre a R)	Strs.99										
168	MARIE. Arndt, G. (7.01)	11-4	—	—	Glt	141	70	Alm	C-a chm; sfb(sal); grp-car.SS.7.01.	17.03 56-9	1.18 17-0	1.82 6-0	.....	Swine- münde	Capt	Str. 01										
✠ 169	MARIE. Jørgensen. (9.03)	I	3/3, L	1.1.	Glt	141	70	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	17.03 56-9	1.18 17-0	1.82 6-0	.....	Bonne	C. P. Lund	Str. 01										
✠ 170	MARIE (ex-Grevé-Friis), Weber. (4.07) 74-03	16-6	5/6, G	1.1.	Glt	141	71	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	17.03 56-9	1.18 17-0	1.82 6-0	.....	Marstal	H. C. Rasmus- sen	Str. 4.17										
✠ 171	MARIE, Petersen. (9.91) 85-91	16	—	—	Glt	147	91	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	18.3 60-1	5.4 17-9	2.20 7-3	.....	Svendborg	J. R. Andersen	Str. 4.05										
✠ 172	MARIE. Andersen. (5.03) 91-97	16-6	5/6, G	1.1.	Glt	141	71	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	17.03 56-9	1.18 17-0	1.82 6-0	.....	Troense	H. A. Hansen (Thurø)	Str. 4.17										
✠ 173	MARIE (ex-Mette), Rasmus- sen. (3.01)	13-2	—	—	Glt	100 92 97	75	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	23.34 74-7	6.40 21-0	3.08 10-1	.....	Marstal	A. H. Friis	Cph. 01										
✠ 174	MARIE ex-Gerda, Boye, E. H. (3.07) 90-91	16-4	5/6, G	1.1.	Glt	90 84	75	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	23.2 70-0	5.8 19-0	2.78 9-2	.....	Marstal	Capt	Str. 3.17										
✠ 175	MARIE. Böye, H. A. E. (5.03)	16-6	5/6, G	1.1.	Glt	90 84	75	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	23.2 70-0	5.8 19-0	2.78 9-2	.....	Marstal	Capt	Str. 3.17										
✠ 176	MARIE. Langkilde, C. J. S. (6.03)	16	3/3, P	1.1.	Glt	66	75	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	23.2 70-0	5.8 19-0	2.78 9-2	.....	Odense	Capt	Str. 4.03										
✠ 177	MARIE. Blanche. (4.03) 93-95 71-81	I	3/3, L	1.1.	Glt	141	70	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	17.03 56-9	1.18 17-0	1.82 6-0	.....	St Nazaire	St Generale d'Armement	Str. 5.03										
✠ 178	MARIE. Rouault. (1.00)	16	3/3, L	1.1.	Glt	141	70	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	17.03 56-9	1.18 17-0	1.82 6-0	.....	St-Malo	Revert	Str. 5.03										
179	MARIE. Capriata. (4.03)	13-2	5/6, A	1.1.	Glt	141	70	Dan	C-Ht.ch.frg.sfbp-car.SS.9.99.	17.03 56-9	1.18 17-0	1.82 6-0	.....	Marseille	Vinc. Ghilardi	Str. 4.03										
✠ 180	MARIE, Caous. (1.00) 04-05	16	3/3, G	1.1.	Glt	100 92 97	75	Frç	C-Or-Htch.frg; sal;sfbp-car.10.06.	31.99 104-10	7.58 24-2	3.67 12-0	.....	Paimpol	Y. Le Gaster	Str. 4.03										

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			Tonnage gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN FEET AND INCHES	DEPTH OF HOLD IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	RIG NUMBER (1) DECKS												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
	DATE OF TERM																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
✠	181	MARIE, <i>Le Gloahec.</i> (9.06) 04-04	13-3	5/6, G	1.1.	Glt	126 98	Frç	70 O.06	Nantes <i>Dubigeon &amp; fils</i>	C.ch.frg;sfb;p.n.01; SS.93;rp-car.9.06.	23.3 76-6	6.0 19 8	3.90 12-10	.....	Auray	C.LeGloahec & fils	B-I. 9.06
.	182	MARIE, <i>Gauffeny.</i> (2.07)	10-2	3/3, G	1.1.	Glt	109 78	Frç	89 O.94	Binic <i>Minier</i>	C-Or-PP;ch.frg;sfb; (sal)p.P;rp.93;car.10.99	29.13 95-7	6.75 22-2	3.38 11-1	.....	Binic	J. Le Pomel- lec	St-M. 1.07 c.v.1.07
✠	183	MARIE, <i>Le Hégarat.</i> (4.04) 95-04	13	3/3, G A. & C.P.	1.1.	Glt	109 82	Frç	01	Paimpol <i>Floury</i>	C-Or;ch.frg;sfb.	25.35 83-2	7.14 23-5	3.04 10 0	.....	Paimpol	Le Hégarat (à Pleubian)	Bx 5.07
.	184	MARIE (ex-Notre-Dame de-Croaz Batz) <i>Le Guennec.</i> (3.04) 00-06	14-6	5/6, G	1.1	Glt	104 80	Frç	77 O.04	Plymouth	C-PP;ch.m-fr;sfb; SS.04;rp-car.4.01.	23.95 78-7	6.54 21-5	3.35 11 8	.....	Boulogne	L. Malet	B-I. 6.35 c.v.04
✠	185	MARIE, <i>Le Tallec.</i> (4.00)	13	3/3, P	1.1.	Dy	69 51	Frç	00 O.06	Kerity <i>Bonne</i>	C-Or;ch.frg;sfb; rp-car.2.07.	20.65 67 9	6.19 20 4	2.85 9-4	.....	Tréguier	Fr. Legall	Chò. 2.07
✠	186	MARIE, <i>Tréhiou.</i> (7.98) (3/3, P. 1.1.)	13	...	...	Dy	53 41	Frç	98	Paimpol <i>F. Pilvin</i>	C-Or;ch.frg;sfb; grp-car.10.00.	17.84 58 6	6.04 19 10	2.56 8 5	.....	Treguier	Capt	Bx 0.3
.	187	MARIE, <i>Grensillier.</i> (6.94)	13-4	—	—	Dy	53	Frç	72 O.94	Boulogne	C-Or-PP.ch.frg; sfb;rp-car.SS.6.94.	19.1 62-8	6.1 20-0	2.51 8-4	.....	Nantes	Petit (à Etaules)	Nt. 9.6 c.v.96
.	188	MARIE, <i>Scolan.</i> (7.95)	8-4	—	—	Slp	35 31	Frç	76 O.95	Paimpol <i>S. Tanguy</i>	C-Ht.ch.frg;sfb;S.A.B.p. n.89;grp.SS;car.SS.3.35; rp-car.9.97.	15.6 51 2	5.0 15 5	2.33 7 8	.....	Tréguier	Pierre Fores- tier(Pleubian)	Pmp 97
✠	189	MARIE (ex-Marie-Camille), <i>Andersson.</i> (5.07)	12-4	5/6, G	1.1.	Bq 1 P-B	438 390	Sds	50 O.07	Sundwall <i>J. Sjölen</i>	S-C;ch.m-fr;(sal); sfb;SS.89;rp car.5.07.	44.44 145-10	8.70 28-7	4.47 14-8	.....	Vaddö	C.J. Carlsson	St-M. 5.07
✠	190	MARIE-ALFRED, <i>Pen.</i> (1.03)	13	3/3, A	1.1.	B-G	159 133 136	Frç	02	Trentemoult <i>Alleau</i>	C-P;ch.frg;d.ft-z. 11.04.	29.25 96-0	6.61 21-8	3.17 10-5	.....	Bordeaux	La Moru- Française	Bx 7.37 c.v.7.07
✠	191	MARIE-ANGÈLE, <i>Monsard.</i> (3/3, G. 1.1.) 92-04 (5.00)	13	...	...	Glt	110 78	Frç	00	Sables d'Olonnes <i>Lundais &amp; Rabiller</i>	C;ch.frg;sfb;rp-car. 1.04.	26.17 85-10	6.54 21-5	3.07 10-1	.....	Sables d'Olonnes	Mme Vvo Perroteau	Nt. 0.4 c.v.04
✠	192	MARIE-ANNA, <i>Le Quellec.</i> 04-05 (4.05)	14-3	5/6, G	1.1.	Glt	141 120	Frç	67 O.05	Nantes	C.ch.frg;sfb;p.S.90 rp-car.SS.4.05.	26.4 86-8	6.9 22-8	3.34 11-0	.....	Vannes	Capt	B-I. 4.05
✠	193	MARIE-ASSOMPTION, <i>Bret.</i> (8.98) (3/3, P. 1.1.)	13	...	...	Glt	55	Frç	98	St Pierre-R <i>Perignon.</i>	A-PP-C.ch.ev.fr;l. m.4.98.	19.00 62-4	4.80 15 9	2.33 7 8	.....	St-Pierre Réunion	L.L.Perignon	St-D.0.
✠	194	MARIE-AUGUSTINE, <i>Conday.</i> (2.05)	14-4	3/3, G	1.1.	Glt	140 108	Frç	81 O.99	La Richardais <i>Tranchemont frères</i>	C-Or.ch.frg;sfb. car.2.05;p.n.01.rp.07.	28.0 91-11	6.2 20-4	3.33 10-11	.....	Cancalle	A. Girard	St-M. 1.07 c.v.1.07
.	195	MARIE-AUGUSTINE (ex-Toka- lon), <i>Nouazé.</i> (3.04)	9-4	5/6, P	1.1	Glt	52 31	Frç	91 O.04	La Hève(N-S)	Mr-Ht-B-Sp-P;ch m-fr. (sal);sfb;car.11.99;rp.04	20.34 66-9	6.16 20-2	2.62 8-8	.....	St-Pierre- Miquelon	A. Grézet	St-P.0.1 c.v.04

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## MAR

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			Tonnage — Brut — Net — Sous le pont	Pavillon	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — 
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N B — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECK	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN METERS	FREE BOARD  SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
•	211	MARIE-JEANNE (ex-Elisabeth), Zuccoli. (9.03)	13-5	5/6, G	1.1.	B-G	—200 172	Frç	75	Castellamare	C;ch.m-frg;d.ft-m. 01;rp.04.	32.49 106-7	7.24 23-9	4.02 13-2	.....	Marseille	Guili	Mrs. 04 c.v.04		
•	212	MARIE-JOSEPH, <i>Le Moal</i> . (6.96)	12-4	—	—	Slp	33	Frç	65	Boulogne	C-Or.sfb;S-A;p.n.84; grp;car.8.98;rp.96	14.4 47-3	5.0 16-5	2.22 7-4	.....	Lannion	Marc Le Moal	St-M98		
•	213	MARIE-&JOSEPH, <i>Orjubin</i> . (1.91)	12-4	—	—	Glt	—35 25	Frç	76	La Brebis <i>Tranchemer</i>	C-Or.ch.frg.sfb;p. n.86;car.8.90;rp.91	16.6 54-6	5.2 17-1	2.45 8-1	.....	Lannion	Le Morvan (à Plestin)	Rsc. 93 c.v.93		
✦	214	MARIE-JULIEN, <i>Moreau, J.</i> —-00 (9.00) (3/3,P.1.1.)	13	...	...	Dy	41	Frç	00	Le Palais <i>Gallo-Conan</i>	C-Or;ch.frg;sfb.	15.85 52-0	4.97 16-4	2.05 6-9	.....	Croisic	Cap (Pornic)	B-I. 02		
•	215	MARIE-L. (ex-Annie-M.-Jor- dan), <i>Goget</i> . (3.06)	12-2	3/3, G	1.1.	Glt	100 60	Frç	84	Essex	C-P-PP;ch.frg;(sal);sfb; p.P;SS.90;car.1.02;rp.06	25.55 83-10	7.02 23-0	2.65 8-8	.....	St-Pierre- Miquelon	Landry frères	St-P. 4.06 c.v. 4.06		
✦	216	MARIE-LAURE, <i>Delahaye</i> . (3.07)	13-4	5/6, G	1.1.	Glt	—151 118	Frç	74	Dunkerque <i>Vanderiele fils</i>	C-Or.ch.ev-fr;sf;sf;p.n. 93;SS.96;rp.03;car.3.04.	29.0 95-2	6.5 21-4	3.55 11-8	.....	Dunkerque	Dart	Dk. 3.07 c.v. 3.07		
✦	217	MARIE-LAURE, <i>Charbonnet</i> . (4.05)	13	3/3, G	1.1.	Glt	76 44	Frç	05	Palais (B-I) <i>Gallo-Conan</i>	C-Or;ch.m-frg;d.ft. m.3.05;rp.05.	24.59 80-8	5.95 19-6	2.13 7-0	.....	Cayenne	G. Clarris & F. Tanon	Mtn. 8.05		
•	218	MARIE-LÉONIE (ex-Phoenix), <i>Le Carrères</i> . (2.07) 02 - 04	13-3	5/6, P	1.1.	Kt	76 63	Frç	75	Dysart	C-Or-PP;ch.frg.sfb; p.P.03;car.10.07;rp.SS. 07.	22.9 75-0	5.8 19-0	2.75 9-0	.....	Perros- Guirec	Capt	Chb. 10.07		
✦	219	MARIE-LOUISE, <i>Recher</i> . (12.02) (3/3,L.1.1.) — -03	13	...	...	3 m 8-6 1 P-B	426 310	Frç	02	St-Malo <i>Gautier fils</i>	C-Ht;ch.m-frg;d. m.12.02.	42.24 138-7	9.02 29-7	4.41 14-6	.....	Fécamp	Simon Duha- mel	St-M03		
✦	220	MARIE-LOUISE, <i>de Lanta- gnac</i> . (10.93)	13	3/3, G	1.1.	Glt	—157 131	Frç	93	Nantes <i>P. Sevestre</i>	C-Or.ch.m-frg;sfb; p.PP;car.11.05.	31.03 101-10	7.22 23-8	3.51 11-6	.....	Le Légué	G. d'Adhémar de Lantagnac (à Menton)	Nt. 11.05		
•	221	MARIE-LOUISE, <i>Glagen</i> . (4.05)	13-4	5/6, G	1.1.	Glt	—102 79	Frç	69	Dunkerque <i>Malo fils &amp; Co</i>	C-Or.ch.ev-frg.sfb;p.n. 92;SS.05;rp-car.4.06.	24.5 80-5	5.7 18-8	3.25 10-8	.....	Dunkerque	Goetghebeur frères	Dk. 4.06		
•	222	MARIE-LOUISE, <i>Le Port</i> . (7.92)	12-5	—	—	Lg	26	Frç	74	Redon <i>Habon</i>	C;ch.frg;sfb;rp-car. SS.6.92.	14.35 47-1	4.88 16-0	2.02 6-8	.....	Vannes	Le Bras (à Séné)	Aur. 92		
✦	223	MARIE-MADELEINE (ex-Alice), <i>Pollès</i> . (4.06) P. C. 6-85 (4.06) 03 - 04	11	3/3, L	1.1.	Bq 1 P-B	—1511 12-5 1315	Frç	97	Nantes <i>A. Dubigeon</i>	A;2comp;D.13m65;R. R.4m90;R.A.12m;G. 9m50;rp.03;car.1.07.	73.35 240-8	11.10 36-5	6.50 21-4	52½ 57	Le Havre	Cie Havraise de Navigation	Av. 1.07		
✦	224	MARIE-MAGDELEINE, <i>Conan</i> . (1.01)	16	3/3, G	1.1.	Glt	—166 127	Frç	01	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; (sal);sfb.	31.35 102-10	7.42 24-4	3.66 12-0	.....	Paimpol	F. Gicquel	Pmp. 2.07 c.v. 2.07		
✦	225	MARIE-MARGUERITE, <i>Dchais</i> . (1.04)	16	3/3, L	1.1	G3m 1 P-B	—141 357	Frç	03	Fécamp <i>J. &amp; E. Capon</i>	C-Or;ch.m-frg; (sal);d.ft-m.1.04.	45.28 148-4	9.59 31-6	4.37 13-4	.....	Fécamp	H. Simon (à Yport)	Fcp 3.06		

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



NAVIRES & CAPITAINE			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — REPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALLE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			COTE			GRÈNEMENT NOMBRE DE POINTS	Brut Net — Sous le pont											
NOM DU BÂTIMENT — NOM DU CAPITAINE — DATE DE VISITE — DATE DU TERME			4	5	6			7	8	9	10	11	12	13	14	15	16	17
226	MARIE-MÉLANIE. .... (5.00)	13-2	—	—	Glt	79 33	Esp	77	Nantes J. J. Cassard	C.ch.frg.sfb;p.PP. SS.93;car.9.00;rp.02.	19.9 63-4	5.6 18-4	2.80 9-2	.....	Requijada	V <sup>va</sup> J. Diaz & filho	Nt. 02 c.v.02	
227	MARIE-MOLINOS. <i>Chotard.</i> P.L. 5-5-41 86-03 (12.03) (8.02)	I	3/3, I	1.1.	Ba A.&C.P.	1946 1715 1P-B	Frç	99	Nantes Chantiers de la Loire	A;2comp.D.17m;R.R. 5m50; R.V.12m90; G. 12m20;rp.02;car.1.07.	82.44 270-6	12.10 39-8	6.80 22-4	54 1/2 57 1/2	Le Havre	Société des Voi- liers Français	Hv. 1.07	
228	MARIE-PIERRE. <i>Brufère.</i> (6.07)	13	3/3, G	1.1.	Glt A.&C.P.	168 125 166	Frç	07	Kérity Bonne	C-Or-Ht;ch.frg; p.S;d.ft-m.8.07.	31.40 103-1	7.46 24-6	3.66 12-0	.....	Bordeaux	Cie Coloniale de Pêche et de Com- merce (à Paris)	B-I. 8.07	
229	MARIE-BEGINE. <i>Simonsen.</i> 91-02, 1.92 (33. P. 1.1)	16	...	...	Glt	2 35 40	Dan	92	Odense N. F. Hansen	C-Ht;ch.frg;sfb; (sal);car.9.99.	17.92 58-10	5.15 16-11	2.01 6-7	.....	Odense	C. H. Schna- ckenburg	SvdB03 c.v.03	
230	MARIE-REINE-DU-CIEL. <i>Le marchand.</i> (2.96)	10-4	—	—	Slp	28	Frç	80	Dieppe	C Ht-S.ch.fr.sfb;p.S. grp.91;rp-car.SS.2.96.	14.86 48-10	5.50 18-0	2.53 8-4	.....	St-Malo	M. Vial	Pmp.96	
231	MARIE-SOPHIE. <i>Capriata.</i> (5.98)	13-3	—	—	B-G	98	Frç	67	St-Tropez	C-PP-P;ch.frg;d.z. 11.97;rp.97.	22.00 72-2	6.55 21-3	2.95 9-8	.....	Ajaccio	J <sup>h</sup> Ghirardi (à Marseille)	Bône03	
232	MARIE-STELLA. <i>Caillaud.</i> (6.95)	13	3/3, P	1.1.	Glt	44 31	Frç	95	Nantes A. Blinneau	C;ch.frg;sfb;p.S. rp-car.6.03.	17.26 56-7	5.41 17-9	2.28 7-6	.....	Ars en Ré	Capt	B-I. 7.06 c.v. 7.06	
233	MARIE-SUZANNE. <i>Canédel.</i> (3.03)	13	3/3, G	1.1.	B-G	151 132	Frç	03	Trantenoult Alleau	C-P;ch.m-frg;sfb.	29.03 95-3	6.62 21-9	3.14 10-4	.....	Bordeaux	La Morue Française	St-P. 7.07 c.v. 7.07	
234	MARIE-THERÈSE (ex-Fructo- sior). <i>Dupart.</i> (1.07)	13-6	3/3, G	1.1.	Bq	351 303	Frç	84	Kragerø T. G. Litangen	C P-PP;ch.m-frg;(sal); sfb;rp.00;corr.SS.1.07.	41.35 135-8	8.90 29-2	3.66 12-0	.....	Fécamp	H. Chedru	Fcp 1.07	
235	MARIE-THERÈSE. <i>Jeanne.</i> (6.03)	14	3/3, G	1.1.	Dy	170 134	Frç	03	Fécamp Massé & Chantolat	C-Or;ch.frg;sfb.	26.00 85-4	7.80 25-7	3.50 11-6	.....	Fécamp	Gustave Maurice	Fcp 6.07	
236	MARIE-THERÈSE (ex-Venus). <i>Mouton.</i> (1.07)	10-2	3/3, P	1.1.	Glt	74 51	Frç	93	Mahone Bay (N-S)	Sp-B-Ht;ch.m-frg;(sal); sfb;car.11.05;p.n.05; rp.07.	22.23 73-0	6.77 22-2	2.42 8-0	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.07 c.v.1.07	
237	MARIE-THUN. <i>Paiden.</i> 93-96 (12.00)	13-6	—	—	B-G	181 140 165	Alm	78	Rostock E.Burchard & Co	C-Ht-PP;ch.frg;(sal); p.n.94;sfb;SS.00;rp- car.9.04.	27.11 88-9	7.37 24-1	3.84 12-6	.....	Brake	A. H. Arnold	Hbg 2.06	
238	MARIEHAMN (ex-Lieutenant). <i>Mattsson.</i> (9.01)	14-3	—	—	Bq 1P-B	500 490	Rss	66	Dundee	C-T-Fer.ch.m-frg;(sfb); p.n.01;car.99;rp.SS.01.	44.8 147-0	7.6 24-6	5.49 18-1	.....	Mariehamn	M.R.Mattsson	Abo 01	
239	MARINETTA (ex-Way-Ita). <i>Dubois.</i> (1.06)	9-2	5/6, P	1.1.	Glt	62 40	Frç	87	Baie des Iles (T-N)	Sp-P-M;ch.m-fr;(sal); sfb;p.n.95;rp-car.11.05.	20.62 67-8	6.22 20-6	2.57 8-5	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.06	
240	MARINETTA-B. <i>Pusso.</i> (3.04) 01-03	13-3	3/3, G	1.1	B-G	187 130	Itl	03	Trapani	C-P;ch.m-frg;sfb.	27.47 90-2	6.80 22-4	3.20 10-6	.....	Trapani	Giac. Russo	Lva. 5.56	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
	241	MARIGO (ex-Unione), Zenze- flidis, M. (7.98)	13-2	—	—	Bq	474	Gre	70	rc.98	Chiavari	C-PP;ch.ev.frg;p.P. 94;d.ft-m.7.98;rc.94.	45.00 147-8	9.50 31-2	6.50 21-4	.....	Patras	Capt	Alx. 98	
	242	MARIGO (ex-Armando), Lyras. (12.00)	14-4	—	—	B-G	217	Tre	80	O.00	Brake	C-Ht-PP;ch.m.frg;d ft.m.11.99;SS.00.	34.25 112-5	7.65 25-1	4.30 14-1	.....	Chio	Evghenia J. Lemos	Smn.00	
✠	243	MARINA-MADRE (ex-Forest- King), Simonetti. (8.07)	13-3	5/6, A	1.1.	3m 1 P-B	1535 1438	Itl	77	O.07	Hantsport(N- E) J. B. North	Sp-B-PP-C;ch.m-fr; (sal);p.sp.91;rp.SS.97; d.ft-m.7.07.	65.73 213-7	12.50 41-0	7.45 24-5	.....	Gênes	Fratelli Gavarone	Gn. 8.07	
✠	244	MARINETTE, Hoyvet. (1.98) (3/3, A.1.1.)	16	...	...	G3m	259 212	Frg	98		Paimpol Laboureur	C-Or;ch.m-frg; (sal);d.ft-m.6.03;rp.05	36.65 120-7	8.44 27-8	3.87 12-8	.....	Bayonne	S. M. Légasse Neveu & Cie	St-P. 8.05	
✠	245	MARINETTE, Obet. (6.01) 98-05	16	3/3, G	1.1.	Glt	115 94	Frg	01		Kerity Bonne	C-Or-Ht;ch.frg; sfb;(sal);rp.05.	27.27 89-6	6.70 22-0	3.00 9-10	.....	Paimpol	Le Gallou	Lish. 12.05 c.v.04	
	246	MARION-CHILCOTT(ex-Ki-brannan), Petrol. in bulk. (6.03) P.C. 6-83	1	3/3, A	1.1.	3 m 1 P-B	1737 1510	Amr	82	V.03	Glasgow Russell & Co	F;12 comp.D.10m97;G. 10m36;car.2.06.	78.13 256-4	11.63 38-2	6.91 22-8	.....	San Fran- cisco	Matson Navi- gation Co	S-F. 2.06	
✠	247	MARIS-STELLA, Letrouit. (2.97)	16	3/3, G	1.1.	Glt	106 85	Frg	97	O.04	Dunkerque Meuwisse	C-Or;ch.ev.frg; (sal);sfb.	26.40 86-8	6.74 22-1	3.18 3-5	.....	Dunkerque	V. Guilloux & Co (Le Havre)	Dk. 2.07 c.v. 2.07	
✠	248	MARISTANY (ex-Saint-Vin- cent), Maristany. (7.05)	12-1	—	—	Bq 2 P	1291 1298	Urg	72	O.04	Quebec Dunn & Sampson	C-Or-Ht-F;ch.m-fr. (sal);1 p.d.PP.94;d.ft- m.11.01;SS.01;rp.05.	60.96 200-0	11.10 36-5	7.52 24-8	.....	Monte- Video	Bernardo Estela & Co	Brc. 7.05	
✠	249	MARIVONIC, Etesse. (9.95)	16	3/3, G	1.1.	Glt	158 117	Frg	95	O.03	Paimpol Laboureur	C-Or;ch.m-frg;(sal) p.S.&PP;sfb;car.12.04.	31.15 102-3	7.40 24-4	3.55 11-8	.....	Paimpol	E. Dufilhol & fils(à Lorient)	Pmp. 2.07 c.v. 2.07	
✠	250	MARJOLAINE, Lagadec. (11.01)	16	3/3, G	1.1.	Glt	163 126	Frg	01		Kerity Bonne	C-Or-Ht;ch.frg; (sal);sfb.	30.25 99-3	7.31 24-0	3.70 12-2	.....	Paimpol	Ve Y. Buhot- de Launay	Pmp. 1.06 c.v.1.06	
✠	251	MARJORIE-J.-SUMNER, Read (12.06)	12-3	3/3, G	1.1.	G3m	376 354 323	Ang	02	O.07	Maitland (N-S) C. W. Redmond	Sp-B-Ht-C;ch.m-frg; (sal);sfb;rp.07;car.7.07.	41.45 136-0	9.44 31-0	3.91 12-10	.....	Maitland (N-S)	F. W. Sumner	N-S. 7.07	
	252	MARLÈS(ex-Rose-of-England), Santos. (11.96)	12-4	—	—	Bq 1 P-B	419 398	Esp	58	O.96	Hartlepool	T-C-Ml;ch.m-frg; d.m.11.96;rp.SS.96	40.70 133-7	7.60 25-0	5.40 17-9	.....	Villagarzia	J. Ferrer Ca- sellas	Brc. 96	
✠	253	MAROTTE, . . . . . (3.07) Yacht de course.	13	R	...	...	...	Frg	07		Maisons-Laffitte De Courvick & Co	C-Ac-Acj-PP;ch. cv;sfb.	8.32 27-4	1.96 6 5	.....	.....	Martin	Paris 3.07		
✠	254	MARS, Stegmann, J. H. 04-07 (4.07)	16	3/3, G	1.1.	Glt	80 67 75	Dan	07		Marstal J. Clausen	C-Ht;ch.frg;(sal); sfb;p.P.	25.55 83 10	6.47 21-3	2.42 7 11	.....	Marstal	Capt	Svdb. 4.07	
	255	MARS, Lorenz. (8.07) 95-07	9	3/3, G	1.1.	G3m	251 227	Rss	07		Kabli Saul	P-C;ch.fr;(sal);sfb.	35.48 116-5	7.42 24-4	3.73 12-3	.....	Pernau	Gebr. Grant & C. Lorenz	Riga 8.07	

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## MAR

Surveillances spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR EN METRES EN PIEDS ET POUCES	LARGEUR EN METRES EN PIEDS ET POUCES	CREUX DE CALE EN METRES EN PIEDS ET POUCES	FRANC BORD EAU SALEÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont	ANNEE			PORT	MATÉRIAUX	LONGUEUR	LARGEUR								CREUX	FRANC
	2	3	4																					
256	MARS, Parnaul. 88 - 06	(8.06)	3	3/3, G	1.1.	G 3m	205 175	Rss	06	Peddasaar A. Kelka	P;ch.frg;(sal);sfb.	31.70 104-0	8.30 27-3	3.45 11-4	.....	Narva	D.Romm & C <sup>o</sup>	Rvt. 8.06						
257	MARS, Graude. (1.97)	(1.97)	3-3	—	—	Glt	182 167	Rss	85 O.94	Wandsen O. Kirschstein	P-C.ch.fr;sfb;grp. 90;rp-car.7.99.	26.1 85-8	7.4 24-4	3.58 11-9	.....	Riga	J. Janson & C <sup>o</sup>	Riga 99						
258	MARSAL, Suomalainen, M. (6.93)	(6.93)	3-5	—	—	Glt	100	Rss	93	Neuwootoma Sims Rasu	P;ch.frg;sfb.	24.29 80-4	7.11 23-4	2.94 9-8	.....	Wiborg	Capt	Riga 93						
✠ 259	MARSEILLAISE, Garnier. (12.01)	(12.01)	16	3/3, G A.&C.P.	1.1.	B-G	89 65	Frç	01	Marseille Scotto di Rinaldi	C-PP;ch.m.frg;sfb; rp-car.6.06.	28.05 92-0	6.66 21-10	2.30 7-7	.....	Marseille	La Morue Française	St-P. 6.06						
✠ 260	MARSHALLEON, Sprengel. (1.99) (3/3, P. 1.1.)	(1.99) (3/3, P. 1.1.)	14	...	...	Glt	40	Alm	99	Benicia M. Turner	P;ch.m.frg;(sal);d. m.1.99.	20.42 67-0	5.10 20-0	2.13 7-0	.....	Hamburg	Jaluit-Gesell- schaft	S-F. 99						
✠ 261	MARSTAL (ex-Adjutor), Hansen, H. (4.99) 05 - 05	(4.99) 05 - 05	16-13	3/3, P	1.1.	Glt	60 49 56	Dan	99 O.06	Marstal F. Hansen	C-Ht;ch.frg;(sal); sfb;car.6.06;rp.06.	20.75 68-1	5.06 19-7	2.32 7-8	.....	Marstal	Capt	Kngb. 12.06						
262	MARSTRAND (ex-Koeld-Ulf, Abrahamson. (11.03) — - 05	(11.03) — - 05	11-3	5/6, G	1.1.	Gls	86 73	Sds	74 O.03	Molde	P-C;ch.frg;(sal); -fb;rp.03;car.5.06.	23.86 78-5	6.38 20-11	2.67 8-9	.....	Marstrand	I. Johansohn	Riga 5.06						
✠ 263	MARTEN, Martensson. (7.01)	(7.01)	13	3/3, G	1.1.	G 3m	106 91	Sds	01 O.07	Westervik E. Nordström	C-P;ch.m.frg;(sal); sfb;rp.07;car.9.07	27.53 90-4	6.99 22-11	2.68 8-10	.....	Skillinge	J. P. Lund- gren	Flsb. 9.07						
264	MARTHA, voir aussi MARTHE																							
265	MARTHA (ex-Anna), Handorf, J. H. (6.94)	(6.94)	12-4	—	—	Tjk dv	62 49	Alm	74 O.94	Groningen B. Bolmeyer	C.ch.fr;sfb;G E;(sal);p. S.&C.;rp-car.88.6.94	21.60 70-11	4.60 15-1	2.14 7-1	.....	Hamburg	Capt(à Bruns- büttelkoog)	Leer 94						
✠ 266	MARTHA, Freese, A. H. (4.91)	(4.91)	13	—	—	Tjk dv	27	Alm	91	Rhauderfehn Harmo	C-Ht;ch.fr.frg;sfb; fd.plt;car.6.95	16.50 54-2	4.10 13-5	1.46 4-9	.....	Rhauder- moor	Capt	Ppb. 95						
✠ 267	MARTHA, Fischer. 03 - 07	(5.05) 03 - 07	I	3/3, L A & C.P.	1.1.	Bq	412 367 367	Dan	92 V.05	Tönning Schö- mer, Jensen & Co	A; 2 comp; 1/2 D.8m50; R. N.6m;p.S.rp.07;car.1.0.	45.72 150-0	7.92 26-0	4.58 15-0	.....	Sönderhoe	A.M. Knudsen	Hbp. 4.07						
✠ 268	MARTHA, Hansen. 90 - 92	(12.04) 90 - 92	16-1	—	—	Glt	130 115 122	Dan	75 O.98	Rudkjøbing S. Boas	C-Ht.ch.m.fr;sfb;(sal); rp.03;SS.9s;car.11.02.	27.7 90-11	6.3 20-8	3.14 10-4	.....	Rudkjø- bing	R. S. Hansen (à Thuro)	Svdb. 3.05						
✠ 269	MARTHA, Madsen, C. (8.06) 79-06	(8.06) 79-06	16	3/3, G	1.1.	Glt	77 63 72	Dan	06	Marstal N. Hansen	C-Ht;ch.frg;sfb; (sal);p.P.	23.48 17-1	6.37 20-11	2.48 8-2	.....	Marstal	Capt	Svdb. 8.06						
✠ 270	MARTHA, Leroy. (2.05)	(2.05)	13-6	5/6, G	1.1.	Glt	139 114	Frç	77 O.05	Dunkerque D. v.Cauwenberghie	C-Of.ch.ev.frg.sfb;(sal); SS.94;car.10.05;rp.05.	27.0 88-7	6.4 21-0	3.35 11-0	.....	Dunkerque	Van Cauwon- berghie-Lemaire	Dk. 3.07 c.v.3.07						

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH — — IN FEET AND INCHES	BEAM — — IN METERS	DEPTH OF HOLD — — IN METERS	FREE BOARD WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERRITORY	CHARACTER														
1	2	3		4	5													
✠	271	MARTHA. <i>Wijnstok.</i> (6.07)	1	3/3, P	1.1.	Kff. 1/4. dv. bsc.	127 99 110	P.B	96 V.07	Martenshoek <i>Nieatarn &amp; de Velde</i>	A-F; 2 comp; G-E; fd. pl; p. A; rp. 03; car. 6.07	25.71 87-8	6.38 20-11	2.46 8-1	.....	Groningen	Capt	Eng. 6.07
	272	MARTHA. <i>Leinet.</i> (9.01)	7	3/3, G	1.1.	3mG	192 170	Rss	01	Saggad <i>J. Utmann</i>	P; ch. fr; sfb.	30.05 98-7	8.00 25-3	3.25 10-8	.....	Reval	Joh. Utmann	Ptb. 6.06 c.v. 04
	273	MARTHA. <i>Raddiza, A.</i> (6.00)	3-4	—	—	Glt	132	Rss	00	Koivosto	P-S; ch. fr; sfb.	25.67 84-3	7.70 25-3	2.90 9-6	.....	Koivosto	Capt	Ptb. 02
✠	274	MARTHA. <i>Andersson.</i> (3.07)	16-4	5/6, G	1.1.	B-G	143 122 131	Sds	72 O.07	Troense <i>C. R. Möller</i>	C-Ht. ch. m-frg; sfb; SS. 95; rp-car. 8.07.	27.0 88-7	6.3 20-8	3.14 10-4	.....	Lerberget	M. L. Pähls- son	Hlsb. 3.07
✠	275	MARTHA-BOCKHAHN, <i>Meincke.</i> (12.91)	1	—	—	Bq	778 695 688	Alm	91	Ardrossan <i>Ardrossan Ship- building Co Ltd</i>	A; 2 comp. D. 10m51; R. N. 9m19; G. 8m76; p. PP; rp-car. 2.95.	58.65 192-5	9.80 32-2	5.03 16-6	.....	Rostock	Heinrich Bauer	Hbg 96
✠	276	MARTHA-DAVIS. <i>Macloon.</i> (10.04)	14-3	—	—	Bq 2 P	871 790	Amr	73 O.04	East-Boston <i>Smith &amp; Toron- send</i>	C-PP; ch. m-fr; (sal) souff. Sp. 12.04; rp. SS. 04	50.6 166-0	10.5 34-6	6.55 21-6	.....	San-Fran- cisco	Jas. Greig	S-F. 1.05
	277	MARTHA-EDMONDS. <i>Baynon.</i> (9.03)	12-6	5/6, G	1.1.	G3m	182 153 182	Ang	73 O.03	Milford <i>Jones</i>	C-PP. Or. ch. m-frg. sfb; SS. 00; rp. 03; car. 9.03	31.27 102-7	7.01 23-0	3.86 12-8	.....	Fowey	Edw. Rillston	Fim. 2.06
✠	278	MARTHA-MARIA. <i>Lundberg.</i> (6.07)	10-4	5/6, G	1.1.	G3m	300	Sls	87 O.07	Gudmans- bach <i>M. Mangus</i>	P-C. ch. fr. sfb; (sal); rp. SS. 03; car. 6.07	36.7 120-5	7.9 26-0	4.00 13-2	.....	Norrtelje	C. A. Öster- gren	G'l. 6.07
	279	MARTHE, voir aussi MARTHA A.																
✠	280	MARTHE. <i>Maurin.</i> (12.00) P. C.	1	—	—	4 m 2 P	3138 2754	Frç	00	Rouen <i>Chantiers de Nor- mandie</i>	A; 2 comp; D. 25m; 1 D. 30m; R. 8m25; car. 12.00	94.00 308-5	13.71 45-0	7.92 26-0	.....	Dunkerque	A. D. Bordes & Fils	Hv. 00
✠	281	MARTHE. <i>Gens.</i> (1.05)	16	3/3, G	1.1. A. & C. P.	Glt	154 120	Frç	05	Gravelines <i>Collin Frères</i>	C-Or; ch. frg; (sal); sfb.	29.90 98-1	7.18 23-7	3.69 12-1	.....	Gravelines	Maniez-Mar- tin	Dk. 1.05
	282	MARTHE-MARGUERITE (ex- Snowdrop), <i>Ertaud.</i> (9.05)	1	3/3, L	1.1.	Bq 1 P-B	588 525	Frç	81 V.05	Sunderland <i>W. Pickersgill</i>	F; 2 comp; 1 D. 11m40; R. N. 6m78; G. 6m; rp- car. 10.07.	50.31 165-1	9.23 30-4	5.05 16-7	.....	Nantes	Pitre Rozier	Nt. 10.07
✠	283	MARTHE-ROUX, <i>Garnier.</i> P.C. 6-85 (5.06)	1	3/3, L	1.1. A. & C. P.	Bq 1 P-B	1902 1725	Frç	99 V.06	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; D 17m; R. 5m50 & 12m90; G 12m20; rp-car. 5.07.	82.44 270 6	12.10 39-9	6.80 22-4	54 1/2 57 1/2	Le Havre	Société des Voi- liers Français	Hbg 5.07
✠	284	MARTHING. <i>Fris.</i> (5.01)	16	3/3, G	1.1.	G3m	167 142 162	Dan	01	Marstal <i>N. J. Jensen</i>	C-Ht; ch. frg; (sal); sfb.	31.01 101-9	7.63 25-0	3.20 10-6	.....	Marstal	A. H. Petersen	Svdb. 6.06 c.v. 06
✠	285	MARTIAL. <i>Thébault.</i> (2.95) 84-02	16	3/3, G	1.1.	Glt	156 119	Frç	95 O.06	Paimpol <i>Laboureur</i>	C-Or. ch. m-frg; (sal) d. ft-m. 9.01.	30.90 101-5	7.21 23-8	3.63 11-11	.....	Granville	Beust & fils	Giv 1.06 c.v. 05

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## MAR

NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES 13	LARGEUR EN MÈTRES 14	CREUX DE CALE EN MÈTRES 15	FRANC BORD EAU SALÉE H.A.N. en pouces 16	PORT D'ARMEMENT 17	ARMATEURS 18	DERNIÈRE VISITE 19
DIVISION & TERME	COTE		Gls	Brut Net Sous le pont	Dan		11	12											
2	3	4				5			6	7	8	9	10	11	12	13	14	15	16
286	MARTIN, <i>M. J.</i> (12.97)	16-3	—	—	Gls	53 44 50	Dan	74 O.98	Arnis <i>Conradi &amp; Sohn</i>	C-Ht.ch.m.frg.sfb;(sal); p.Srp.9f;car.8.97.	19.2 63-0	4.7 15.5	2.46 8.1	.....	Kolding	Capt	Fisb.98		
287	MARTIN, <i>Wilde.</i> (6.99) 89-06	16	3/3, G	1.1.	Glt	112 99 100	Dan	93 O.01	Thurø <i>N. P. Petersen</i>	C-Ht;ch.frg;sfb; (sal);car.3.06.	25.90 85-0	6.30 20-8	2.95 9-9	.....	Svendborg	J. Anderskouw (à Thurø)	Vjl. 8.07		
288	MARTIN-EDUARD, <i>Bersin.</i> (8.04)	11-3	—	—	G3m	801 267	Rss	92 O.05	Kalleten <i>M. Mauritz</i>	P-C;ch.fr;(sal);SS. 05;d.ft.z.11.05;rp.07	35.36 116-0	7.92 26-0	4.04 13.3	.....	Riga	Schiffahrts Gesellschaft « Austra »	Hbg 5.07 c. v. 5.07		
289	MARTIN-GUST, <i>Mikeljahn.</i> 93-04 (9.04)	11	3/3, G	1.1.	G3m	248 221	Rss	01	Wandsen <i>C. Legsding</i>	P-C; ch. fr; (sal); sfb;rp-car.9.05.	35.30 115-10	7.85 25-9	3.65 12-0	.....	Riga	M. Brunsleep	Hist. 9.05		
290	MARTIN-LARSEN, <i>Holm.</i> (1.00) (3/3, P. 1.1.)	16	...	...	Glt	50 39 48	Dan	00	Faxe <i>J. Koefoed</i>	C-Ht;ch.frg;(sal); sfb.	19.65 64-5	5.87 19-3	2.13 7-0	.....	Allinge	M. Larsen	Kngb.02		
291	MARTIN-NISSON, <i>Petersen.</i> 93-06 (3.00)	16	3/3, G	1.1.	G3m	212 187 202	Dan	00	Thurø <i>J. Ph. Jørgensen</i>	C-Ht;ch.frg;(sal); sfb;car.1.06.	33.30 109-3	7.97 26-2	3.61 11-10	.....	Svendborg	J. Ph. Jørgensen (à Thurø)	Svdb. 2.06		
292	MARTININ, <i>Schioppacasse.</i> (2.78)	14	—	—	Bq 1 P-B	744 722 712	Itl	78 O.84	Gênes Bar- <i>bieri &amp; Celestia</i>	C-PP-MI-Ht.ch.m- frg;rp.84;d.ft-m.2.88.	47.3 155-3	9.0 29-5	6.24 20-5	.....	Gênes	S. Razeto di Martino	Gn. 92		
293	MARTINSON, <i>Leelkahn.</i> (6.03) 90-05	12-6	3/3, A	1.1.	G3m	429 347	Rss	89 O.03	Gudmanshaeh <i>M. Mongius</i>	P-C;ch.frg;(sal); d.ft.z.11.00;rp.SS.6.03.	42.67 140-0	8.70 28.6	4.19 13-7	.....	Riga	I. Leelkahn & Co	Hiv 1.06 c. v. 03		
294	MARX, <i>Matzen, J.</i> (9.99)	13-3	—	—	Gls	75 64	Alm	79 O.00	Elmshorn <i>J. Kremer</i>	C-Ht.ch.frg;sfb; (sal);SS.94;car.7.00.	20.6 67-7	5.5 18-1	2.57 8-5	.....	Amrum	Capt	Hbg 00		
295	MARY, <i>Cock.</i> (4.02)	12-3	—	—	Glt	122 100	Ang	77 O.02	Ardrossan	C-PP-MI;ch.frg;(sal); sfb;p.n.02;SS.02;rp car 5.05.	27.15 89-1	6.53 21-5	3.23 10-7	.....	Glasgow	Samuel Yeo Ty- wardreath (Par)	Flm. 5.05		
296	MARY, <i>Lydom.</i> (12.98)	13-4	—	—	B-G	137 114 125	Dan	67 O.98	Fanø <i>T. Schönau</i>	C.ch.frg.sfb;p.n. 86;rp-car.SS.12.98	25.8 84.8	6.9 22-8	3.15 10.4	.....	Fanø	J. N. Outzen	Kugb.00		
297	MARY, <i>Hansen, H.R.</i> (6.06) 97-06	16	3/3, P	1.1.	Glt	75 60 68	Dan	06	Svendborg <i>A. Jensen</i>	C-Ht;ch.frg;(sal); sfb.	23.42 76-10	6.28 20-7	2.32 7.7	.....	Aarhus	Capt	Svdb. 6.06		
298	MARY-ANN, <i>Lockyer.</i> (10.05)	13-3	5/6, G	1.1.	Glt	164 139	Ang	79 O.05	Kingston o/Spey <i>A. Spence</i>	C-MI-Or-PP;ch.m- frg.sfb;grp car.10.05	30.17 99-0	7.21 23.8	3.71 12.2	25 28	Fowey	J. Cottew	Flm. 10.05		
299	MARY-ANN-MANDALL, <i>Mes- ham.</i> (6.99)	12-4	—	—	Glt	112 92 112	Ang	68 O.99	Ulverstone	C-PP;ch.frg;sfb;grp. 95;car.4.9;rp.99.	25.60 84-0	6.25 20-6	3.35 11-0	.....	Barrow	R. Mesham (à Connaught)	Flm.99 c. v. 99		
300	MARY-BABBETT, <i>Le Heron.</i> 91-04 (1.01)	13-6	—	—	Glt	97 80	Ang	64 O.01	Polruan	C-Or-PP;ch.m-fr; sfb;grp-car.SS.1.01; rp.04.	25.40 83-7	6.13 20.1	3.17 10.5	==	Plymouth	Wm Lawry (Devonport)	Flm.04 c. v. 04		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BY BUILDERS	MATERIALS		LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER							SHEATHING — REPAIRS								
	1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
✠ 301	MARY-E.-FOSTER, <i>Johnson</i> .	(12.98)	14	3/3, G	1.1.	G4m 1P-B	950 828	Amr	98	0.05	Port likely <i>Hall Bros</i>	P;ch.m-fr;(sal);sfb; car.7.04.	61.62 202-2	12.24 40 2	4.80 15-9	.....	Honolulu	Allen & Robinson	Hnl. 11.05 c.v.05	
302	MARY-&-ELIZABETH, <i>Bush</i> .	(5.05)	14-3	5/6, G	1.1.	Glt	117 88	Ang	60	0.05	Dartmouth	C-Or-Gr-PP;ch.m- frg;sfb;grp-car.6.05.	28.73 94-3	6.25 20-6	3.35 11-0	21	Falmouth	Ch. H. Nurse (à Gloucester)	Flm. 6.05	
303	MARY-JOHNS, <i>Jolly</i> .	(9.07)	13-3	5/6, G	1.1.	B-G 1P-B	213 181 213	Ang	68	0.07	Hayle	C-Or-F-Gr.ch.m-frg; sfb;grp-car.SS.9.07.	35.17 115-5	7.37 21-2	4.16 13 8	27 30	Fowey	Jolly	Flm. 0.07	
✠ 304	MARY-L.-NEWHALL, <i>Adams</i> .	(12.04)	16	3/3, G	1.1.	G4m 2P	1310	Amr	04		Bath (Me) <i>E. S. Crosley</i>	C-PP-Er;ch.m-frg; (sal);sfb.	63.70 209-0	12.24 40-2	6.55 21-6	.....	Bath (Me)	E. S. Crosby	Bath 04	
305	MARY-PEEBERS, <i>Bishop</i> .	— 02 (3.99)	14-6	—	—	G3m	144 111 144	Ang	75	0.99	Gannel	C-PP;ch.m-frg;p.n.99; sfb;SS.90;rp-car.9.02.	28.88 94-9	7.16 23-6	3.66 12 0	.....	Chester	ToyneCarter & Co (Fowey)	Flm. 02	
306	MARY-VAGLIANOS, <i>Caravalos</i>	(12.06)	12-3	3/3, G	1.1.	Bk Plc 1P-B	258 226	Tre	79	0.03	Syra <i>Andrico</i>	C-P;ch.m-frg; SS.03;d.ft-m.8.03.	31.54 103-6	7.19 23-7	5.20 17-1	.....	Chios	Nic. Canacari	Chio 3.07 c.v.3.07	
307	MARY-WINKELMAN, <i>Gut- tormsen</i> .	(8.01)	12-3	—	—	Bq G	522 482	Amr	81	0.01	Seabeck <i>H. Doncaster</i>	P.ch.m-frg. (sal); sfb;rp-car.SS.8.01.	47.3 155 3	11.2 36-9	3.96 13-0	.....	San-Fran- cisco	Jas. Tyson	S-F. 01	
✠ 308	MARIETTA (ex-Birma), <i>Björn- stad</i> .	(10.04)	1	3/3, L	1.1.	Bq 2P-B	1487 1346	Nrw	85	0.05	Vegesack <i>J. Lange</i>	F; 2 comp; p. S; rp; 03;car.9.06.	69.28 227-4	11.61 38-1	6.60 21-4	.....	Drammen	M. Bruus- gaard	Wes. 9.06	
309	MASHALA-ALAH-KERIM, <i>Issuf</i> .	(10.04)	13-4	3/3, A	1.1.	Bq	369	Tre	85	0.04	Liverpool	C-T;ch.cv.d.ft-m. 2.04;SS.04.	38.10 125-0	7.98 26-2	5.79 19-0	.....	Scutari	Rassim Effendi	Cnst.04 c.v.04	
310	MASSALA-BUONI-AMICI (ex- Vincenzo), <i>Isuf, A.</i>	(6.07)	13-3	5/6, G	1.1.	Bk 1P-B	334	Tre	70	0.07	Fiume	C-Ml-Ht;ch.m-frg; d.ft-m;rp.04.	36.75 120-7	8.47 27-10	5.40 17.8	.....	Durazzo	Capt	Flst 7.07 c.v.04	
✠ 311	MASSÉNA, <i>Langaney</i> .	(4.01)	16	3/3, L	1.1.	G3m 1P-B	459 391	Frç	01		Fécamp <i>Morse &amp; Chardrol</i>	C-Ht-Or;ch.m-frg; (sal);d.ft-m.4.07;rp.07	41.40 135-10	8.68 28-6	4.45 14 7	.....	Fécamp	Ledun & De- labrecque & Co	Ok. 4.07	
✠ 312	MATADOR, <i>Geerdes</i> .	(12.04) 80-98	16-4	3/3, A	1.1.	Bq 2P	1468 1365 1311	Alm	84	0.00	Brake <i>Oltmanns Wwe</i>	C-Ht PP;ch.m-frg;(sal) SS.00;d.ft-m.1.05.	63.7 209-0	10.7 35-2	7.24 23-9	.....	Bremen	C. Joh. Klin- genberg & Co	Wes. 2.07	
✠ 313	MATANZAS, . . . . .	(10.89)	13	—	—	Bq 2P	1028 929	Amr	89		Bath (Me) <i>Wm Rogers</i>	C-PP;ch.m-frg; (sal);p.PP;S ft m.10.89	59.89 196 6	11.42 37 6	5.31 17 5	.....	New-York	Pendleton Bros	Bath 89	
314	MATEUS, <i>Makewitz</i> .	(6.06) 02-06	9-4	3/3, G	1.1.	G3m	283 246 259	Rss	91	0.06	Wandsen <i>M. Mauril</i>	P-C.ch.fr.sfb;p.P;(sal); rp.05;car.SS.7.06.	35.65 117-0	8.16 26 9	4.04 13 3	.....	Riga	Gebr. Mutzneek (à Wandsen)	Riga 7.06	
315	MATHIEU, <i>Tréhouet</i> .	(4.03) 99-05	11-4	—	—	Kt	67 58	Frç	74	0.03	Boulogne <i>L. Sellier</i>	C-Or-PP.ch.fr;rg;sfb; SS.97;rp.03;car.12.04.	20.40 66 11	6.20 20 4	2.74 9-0	.....	Lannion	Watelet (Argenteuil)	Am. 5.05 c.v.5.05	

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREEBOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY
	1	2	3	4	5	6		Register	under deck				SHATHING	REPAIRS							
	331	MAURICE (ex-Lavanda), <i>Lafitte, E.</i> (4.05)		9-4	5	6, P. 1.1.	Glt	60	41	Frç	92	Lunenburg (N-S)	Mr-Sp-P;ch.m-frg;(sal); sfb;rp.SS.04;car.12.06.		19.45	6.39	2.65		St-Pierre-Miquelon	Mme A. Heston & Co	3-2. 1.07
✠	332	MAURICE-CHARLES, . . . . . (5.98) (3/3, P. 1.1.)		13	...	...	Kt	41	17	Frç	98	Paimpol <i>Laboureur</i>	C-Or;ch.frg.S.A; sfb.		16.21	5.58	2.84		La Rochelle	Hamet (Paris)	Pmp 98
✠	333	MAUVE, <i>Henry.</i> (10.91)		16	—	—	Glt	142	107	Frç	91	La Richardais <i>L. Tranchemer</i>	C-Or;ch.frg;sfb;(sal); p.S;car.10.04;rp.10.		29.69	6.80	3.50		Paimpol	Francisque Giquel	Bx 10.06 c.v.10.06
✠	334	MAX. <i>Guillou.</i> (9.05) P. C. 6-85 (7.03)		1	3/3, L. 1.1.	1 P-B	Bq	2075	1532	Frç	00	Nantes <i>A. Dubigeon</i>	A-2comp;D.17m;R.R. 5m50;R.X.12m90;G. 2m20;rp.02;car.6.06.		82.34	12.06	6.90	55	Le Havre	G. Ehrenberg (Paris)	Card. 7.06
	335	MAY-FLOWER, <i>Mahéo.</i> (7.01)		13-3	—	—	Glt	60	45	Frç	70	Ipswich	C.ch.m-frg.sfb.SS. 95;rp-car.7.01.		25.0	5.73	2.40		Lorient	Edouard Cori mat	Chb. 01
	336	MAYAGÜEZ (ex-Guadalquivir), <i>Estrade.</i> (4.94)		12-3	—	—	B-G	359	241	Exp	rc.81	New-York	C-Or-Ht-PP-M;ch.m-frg;spard.n.S;rp.SS. 89;d.m.3.94;rp.94.		36.5	7.6	4.68		Barcelone	C. Roger	Mrs. 97
	337	MEDEA, <i>Bruce.</i> (1.07)		1	3/3, L. 1.1.	1 P-B	Bq	1131	1021	Sds	68	Glasgow <i>Barr clay, Curle &amp; Co</i>	F; 2 comp; rp-car. 9.06.		66.20	10.48	6.81		Gothembourg	Roderi Aktiebolaget «Standard» (E. Roberg)	Get. 1.07
✠	338	MÉLANIE, <i>Meheut.</i> (8.96) 05-06		14	3/3, P. 1.1.	...	Slp	36	26	Frç	96	Paimpol <i>F. Pilvin</i>	C-Or;ch.frg;sfb; S.A.;p.S;rp.97;car.3.04.		15.92	5.49	2.26		St-Malo	Padel (à Kermouster)	Chb. 5.06
✠	339	MELBA, <i>Richard.</i> (7.99)		12	3/3, G. 1.1.	...	G3m	423	384	Ang	99	Gardeners-Creek (N-S) <i>W. &amp; R. Wallac</i>	Sp-B-C;ch.m-frg;sfb;car.8.05.		43.40	9.88	3.79		Barbados	R. C. Elkin (a St-John N-B)	St-J 8.07 c.v.8.07
✠	340	MELIOR, <i>Weide.</i> (8.01) 82-06		13	3/3, P. 1.1.	...	Glt	78	47	Rss	01	Haynasch <i>Mangius</i>	P-C ch.frg;(sal); sfb;G.E;car.7.06;rp.06.		20.24	6.25	2.44		Riga	Gebrüder Weide	Riga 7.06
✠	341	MEMENTO, <i>Jensen.</i> (6.90)		14	—	—	Bq	659	558	Nrw	90	Grimstad <i>J. Svendsen</i>	C-PP-P.ch.m-frg;(sal);p.P;d.ft-m.3.99.		47.2	9.5	5.13		Grimstad	J. Bang	Ard 99
✠	342	MENTOR, <i>Larsson.</i> (6.01)		14-6	—	—	Bq	312	272	Sds	76	Slussen <i>Abrahamsson</i>	P-C.ch.m-frg;(sal); 3/4 p.n.93; grp.SS.93; d.ft-m.9.04;rp.04;ss.01.		37.7	7.0	3.86		Gothembourg	John E. Olsson	Got. 01
✠	343	MERCATOR. <i>Dishler.</i> (8.95) 99-06		12	—	—	B-G	390	370	Rss	95	Haynasch <i>M. Hohnsin</i>	P-C;ch.frg;(sal);d.ft-z.11.03;grp.03.		43.24	8.36	4.09		Haynasch	Gebr. Weide	Riga 11.06 c.v.11.06
	344	MERCEDES, <i>Olivé.</i> (12.89)		12-3	—	—	Glt	161	157	Exp	68	Blanes	C-Ml.ch.m.d.cv. 12.89;rp.89.		25.3	6.6	3.74		Palma	D. Bauza	Bre. 94
✠	345	MERCUR, <i>Dahl.</i> (9.06) <i>Moteur aux.</i>		16	3/3, P. 1.1.	...	Kt	22	13	Dan	06	Faxe Lade-plads <i>J. Koefoed</i>	C-Ht;ch.frg;(sal); sfb.		15.27	3.66	1.83		Vaag-Sudersø (Ile de Farø)	J. Dahl	Cph. 9.06



NAVIRES & CAPITAINE			CLASSIFICATION			GRÈMENT NOMBRE DE PIS	PESANT		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIEAUX — DOMILAGE — RÉPARATIONS		LONGUEUR EN MÈTRES	LARGEUR EN MÈTRES	CREUX DE CALE EN MÈTRES	CUNÉ DE CALE EN MÈTRES	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																												
PROSSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION 4	TERME 5	COTE 6		Brut 8	Net 9			11	12																																					
DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																																																	
DATE DU TERME																																																	
2	3	4	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																															
316	MEREY, <i>Georges</i>	(5.07)	14-4	5.6	P.1.1.	G	84	75	Ang	77	Nantes	C-Or.ch.m.fr.sfb.	16.6	4.2	2.21	.....	Nedre- tjers	Jarnier	3. 3.07																														
317	MERIDIAN, <i>Hobbs</i>	(5.07)	14-4	—	—	K	84	75	Aug	58	Albercorchille	C-Or.ch.m.fr.sfb.	25.3	6.1	3.08	=====	Bridge- water	E. Hamblin	Plm. 89																														
318	MERIDIAN, .....	(5.02)	I	—	—	B	186	187	Id	89	Kiel	F.2 comp. 1 P.22.1 P. 124; R.A. 100; G.8; p.P.car.3.94.	68.16	11.55	6.65	.....	Naples	L. Castellano	Hbg 97																														
319	MERCUR, <i>Prohn, Rud.</i>	(1.07)	13-6	3.3	P.1.1.	G	77	77	Alm	71	Barth	C-Htch.fr.g; sal; C. Holzerland	18.07	4.20	2.30	.....	Barth	Capt	3. 4.07																														
320	MERKUR, <i>Ueschmann</i>	(10.90) (3/3, P. 1.1.)	12	—	—	G	52	52	Alm	99	Denisia	Psh.m-fr.g; sal; M. Turner	22.24	6.10	2.13	.....	Jaluit	Jaluit Gesellschaft	Syd. 00																														
351	MERKUR, <i>Hansen</i>	(5.01) — - 01	16	3.3	G.1.1.	B	174	214	Dan	01	Transe	C-Htch.fr.g;(sal); Z. T. Jacobsen	35.65	8.32	3.52	.....	Srenberg	J. Nielsen	Svdb04 c.v.04																														
352	MERKUR, <i>Frns</i>	(6.02) 99 - 02	16	3.3	G.1.1.	G	174	169	Dan	02	Fadborg	C-Htch.fr.g;(sal); R. Møller	31.99	7.32	3.20	.....	Marstal	C.W. Clausen	Svdb 305																														
353	MERKUR, <i>Dahl</i>	(9.00) Marsden 06 - 06	16	3.3	P.1.1.	K	22	19	Dan	06	Pasei Løstegård	C-Htch.fr.g;(sal); H. Rørdal	15.27	3.66	1.83	.....	V. de Sleser	J. Dahl	4. 8.06																														
354	MERKUR, <i>Jahnsen</i>	(2.80)	12	—	—	B	787	787	Nrm	79	Grimstad	C-PP-P.ch.m-fr.g; Tryde	45.8	9.1	5.96	.....	Arendal	J. Klöcker & Co	N-C. 96																														
355	MERKUR, <i>Persson</i>	(3.98)	13-2	—	—	G	111	111	Sls	68	Raikkjving	C-Htch.m-fr.sfb; S. Bør	25.8	6.6	3.22	.....	Brantevik	Hakon An- dersson	Svdb98																														
356	MERKUR, <i>Andersson</i>	(7.05) Matsen 07 - 07	I	3.3	P.1.1.	G	77	77	Sls	05	Hustad	A.3 comp; h. h.	26.91	5.40	2.52	.....	Lysekil	Lysekils Rederi (J. F. Carlsson)	3. 7.05																														
357	MERY, <i>Schmidt</i>	(7.03) 03 - 05	11	3.3	G.1.1.	B-G	178	178	Rss	02	Orrenhof	P-Coh.fr;(sal)-sfb; M. Imman	28.60	7.08	3.23	.....	Riga	M. Meyer & Co	4. 4.07																														
358	MÉSANGE, <i>Lavallée</i>	(12.01)	16-6	3.3	G.1.1.	G	188	188	Fr	85	Gravelines	C-Or.ch.m-fr.sfb; Cohen	28.8	6.8	3.34	.....	Gravelines	Torris frères	3. 1.15																														
359	MÉSANGE, <i>Petitpas</i>	(10.03)	13-3	3.3	I.1.1.	G	77	77	Fr	90	Palmyr	C-Or-PP-P.ch.fr; Palm	22.8	5.30	3.00	.....	Granville	Petitpas	3. 9.06																														
360	MÉSANGE, <i>Lesun</i>	(2.05)	13-4	3.3	A.1.1.	B	188	188	Fr	71	La Seyne	C-PP-P.ch.m-fr.sfb; rp.93; d.ft-m.1.02.	41.8	8.86	3.87	.....	Fécamp	G. Anquetil	3. 3.05																														

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HULL  IN METERS	FREE BOARD WATER W.N.A. in inches	PORT or REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
+	361	MESTER, Folmann. (4.00)	16	3/3, P	1.1.	Glt	51 40 49	Dan	00	Svendborg A. Jensen	C-Ht;ch.frg;(sal); sfb;rp.05.	20.65 67-9	5.96 19-6	2.07 6-10	.....	Nykjöbing Falster	W. Tornøe	Cph. 11.05 c.v. 4.05		
+	362	META, Buttelmann. (9.97)	I	—	—	Tjk 4m	86 72	Alm	89 V.97	Vierverlaten J. Mulder	F; 3 comp; G-E;fd. plt;p.F;car.8.99.	22.5 73-10	5.0 16-5	2.15 7-1	.....	Brake	H. Buttel- mann	Wes. 99		
+	363	META, Neu, G. P. (9.98) 89-98 (3/3, P.1.1.)	16	...	..	Gls	69 50	Alm	98	Finkenwarder Behrens	C-Ht;ch.frg;(sal); sfb;car.7.02.	21.00 68-11	5.70 18-8	2.32 7-8	.....	Hamburg	Capt (à Cranz)	Kngb. 4.05		
+	364	META, Scheel, W. (3.95) 94-95	15	3/3, P	1.1	Glt	39 36	Alm	95 O.02	Barth C. Holzerland	C-Ht;ch.frg;(sal); sfb;car.8.02.	15.90 52-3	5.45 17-11	1.95 6-5	.....	Barth	Capt	Kngb. 4.05		
+	365	META, Möller. (5.04) 80-04	16	3/3, G	1.1.	G3m	225 195 215	Dan	04	Svendborg H. C. Paulsen & C. Jensen	C-Ht;ch.frg;(sal); sfb;rp.06.	34.87 114-5	8.16 26-9	3.61 11-10	.....	Svendborg	R.C. Petersen (à Troense)	N-C. 5.06 c.v. 5.06		
+	366	METEOR, Mengel. (6.95)	12	—	—	Slp	21 19	Rss	95 O.01	Haynasch M. Hansen	P-C;ch.frg;sfb; (sal);rp-car.8.02.	16.34 54-0	4.04 13-5	1.96 6-5	.....	Riga	Gebrüder Weide	Riga 02		
+	367	MÉTÉORE, Nicolas. (7.05) 05-05	15	3/3, G	1.1.	Dy	88 70	Frç	05	Kérity Bonne	C-Or-Ht;ch.frg; sfb;p.S.	22.35 73-4	6.64 22-6	2.94 9-9	.....	Tréguier	de Kerguezec & Nicolas	Pmp. 7.05		
+	368	METHA-NELSON, Rice.(8.96) (3/3, G.1.1.)	14	...	..	G3m	450 399	Amr	96	Eureka H. D. Bendixen	P.ch.m-fr.fsb;(sal); p. P.	47.55 156-0	10.97 36-0	3.58 11-9	.....	San-Fran- cisco	Chas. Nelson	S-F. 96		
+	369	METILDE (ex Due-Fratelli- Salvo), d'Arrigo. (3.07)	15-4	3/3, A	1.1.	G3m 1 P-B	289	Itl	83 O.07	Pra	C-PP-Ml;ch.m-frg; d.ft-m.12.03;rp.07.	37.10 121-8	7.90 25-11	4.63 15-2	.....	Catania	Gioacchino Napoli	Cin. 3.07 c.v. 3.07		
.	370	METTE, voir aussi META.																		
+	371	METTE, Andersen. (3.07) 93-97	16-4	5/6, G	1.1.	B-G	126 98 114	Dan	71 O.07	Fanø N. Nielsen	C-Ht;ch.m-frg;sfb;1/2p. P.91;grp.SS.00;rp-car. 3.07.	26.3 86-4	6.1 20-0	3.60 11-10	.....	Marstal	P.H.Andersen	Svdb. 3.07		
+	372	MEZLY, Hervé. (11.06) P.C. 6-85 03-06 (11.06)	I	—	—	Bq 1 P-B	1568 1391	Frç	00 V.06	Nantes A. Dubigeon	A;2comp;D.14m50;R; R.4m90;R.A.12m80; G.9.00;1 p.PP;rp.05; car.9.00.	75.66 248-2	11.19 36-9	6.57 21-7	==	Nantes	Sté Nouvelle d'Armement	Card. 2.07		
.	373	MICAIL-PROIOS (ex-Ioannis), Valandasis. (9.04)	12-4	3/3, G	1.1.	Bk 1 P-B	266	Tre	...	.....	C-PP;ch.m-frg;rp. 01;d.m.9.01.	35.00 114-10	8.05 26-5	4.50 14-9	.....	Chio	Micail Proios	Mrs. 10.06		
.	374	MICHAËL-ARCHANGELOS (ex- Archangelos), Frangos. (11.03)	12-3	—	—	Bk 1 P-B	282	Gre	82 O.04	Syra Couloudakis	C-Ml-P.ch.m-frg; rp.00;SS.94;d.m.2.97.	32.61 107-0	8.23 27-0	5.11 16-9	.....	Syra	Capt	Cnst. 10.06 c.v. 04		
.	375	MICHAÏL, Müller. (8.01) 92-05	10-6	—	—	Glt	111 100	Rss	92 O.01	Haynasch C. Ohsoling	P-C;ch.frg;(sal); sfb;G.E;SS.01;car. 8.05.	26.70 87-7	6.98 22-11	3.50 11-6	.....	Riga	Martin Weide	Riga 8.05		

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net				DOULAGE — RÉPARATIONS									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																					
	DATE DU TERME																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
• 376	MICHEL-ETIENNE (ex-Eddie), Arthur. (3.07)	10-2	3/3, P 1.1.	Glt	— <sup>47</sup> <sub>30</sub>	Frç	94	Shelburne (N-S)	C-Ht-Mr-Sp-P;ch.m- frg;(sal);sfb;Sp.00; rp.07;car.1.06.	22.11 72-6	5.70 18-9	2.65 8-9	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.07 c.v.1.07						
• 377	MICHELE, Cacace. (10.05)	14-3	3/3, A 1.1.	Bq 1 P-B	518 512 480	Itl	83	Alimuri G. Starita	C-P;ch.m-frg;SS. 02;d.ft-m.9.05;rp.05.	42.00 137-10	9.20 30-2	5.90 19-4	.....	Castella- mare	S. & M. Cacace (Meta)	Npl. 10.05						
✠ 378	MICHELET, Mahéo. (7.06) P. C. 6-85 (7.03)	■	3/3, L 1.1. A. & C. P.	Bq 2 P-H	2635 1964 2629	Frç	02	St-Nazaire Chantiers de la Loire	A: 2 comp;hurricand; R.7m;rp.04;car.10.07.	85.72 281-3	12.24 40-2	6.93 22-9	31 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	Nantes	Cie Maritime Française	Lvp. 10.07						
• 379	MIDILI, Ibrahim. (7.00)	12-3	— —	Bk 1 P-B	240	Tre	78	Sinope	C-P-Ml;ch.m-frg; sfb;car.5.00.	28.70 94-2	8.04 26-4	5.05 16-7	.....	Sinope	Chiavi Zadé Hassan Bey	Smn.01						
✠ 380	MIEA, Nilsson, N. E. (7.07) Moteur aux.	14	3/3, P 1.1.	Glt	— <sup>54</sup> <sub>40</sub>	Sds	07	Karlshamn S. Olsson	C-P;ch.frg;(sal); sfb.	21.70 71-2	5.94 19-6	1.78 5-10	.....	Karlshamn	Capt	Grh. 7.07						
• 381	MIGNONNETTE, Minard. (5.98)	12-7	— —	Glt	— <sup>150</sup> <sub>139</sub> 141	Ang	87	Saguenay Price Bros	C-Or-B-Hk-P;ch.m- frg;(sal);p.S.95;d.ft-m. 9.98;rp.SS.98.	29.4 96-6	7.8 25-5	3.35 11-0	.....	Quebec	R. Reford	Queb03 c.v.03						
• 382	MIGUEL-SALOM (ex-Alberto- & Michelino), Frau. (9.05)	12-2	— —	Bq 1 P-B	737 715	Urg	75	Savone	C-PP-Ht;ch.m-frg; SS.02;d.ft-m.9.02;rp.05.	47.80 156-16	8.90 29-2	6.90 22-8	.....	Montevideo	Salom & Rullan	Brc. 2.06						
✠ 383	MIKUS, Jankewitz. (9.01)	11	3/3, G 1.1	G3m	281 254	Rss	01	Wandsen K. Karklin	P-C;ch.fr;(sal);sfb; grp.02;rp-car.7.07.	36.50 119-9	7.97 26-2	3.86 12-8	.....	Riga	A.Martinkaln & K. Angelson	Rd. 7.07						
✠ 384	MILA-MAÏKA-B. (ex-Erica), Babarovich. (12.05)	15-6	3/3, G 1.1.	B-G	106 92	Aut	80	Lussinpiccolo N. Martinolich	C-Ml-Ht;ch.m-frg; d.ft-m.12.05;grp.06.	23.08 75-9	5.72 18-9	3.30 10-10	.....	Milna	Babarovich Frères (à Dobrota)	List 1.06						
• 385	MILDA, Lohnfeldt. (7.07) 01 - 07	10-4	3/3, G 1.1.	G3m	250 215	Rss	00	Ploenen B. Preede	P-C;ch.frg;(sal); sfb;car.SS.7.07.	36.15 118-6	8.56 28-1	3.78 12-4	.....	Riga	Kalnin, Leepin & Lohnfeldt	Riga 7.07						
• 386	MILDRED, Le Cox. (8.06) 93-98	12-6	3/3, G 1.1	Dy	101 79	Frç	91	Goole	C-Or;ch.frg;(sal); sfb;G-E;rp-car.8.06	25.82 84-9	6.46 21-2	2.78 9-2	.....	St-Brieuc	J. St Gerault (Erquy)	B-I. 8.06						
• 387	MILTIADES (ex-Sparte), Ma- niatis, G. (4.03)	12-3	— —	Bk 1 P-B	263	Tre	83	Syra	C-P;ch.m-frg;sfb; SS.01;rp-car.4.03.	32.00 105-0	8.20 21-3	5.10 16-5	.....	Chios	Capt	Smn 03						
• 388	MIMI (ex-Gebina), Hinrichs. F. C. (8.06)	11-3	3/3, P 1.1.	Kff 2m	75 69	Alm	87	Sappemeer C. Maathuis	C-Ht;ch.fr;sfb;SS. 01;grp.03;rp-car.9.06	23.60 77-5	4.60 15-0	2.07 6-10	.....	West Rhau- derfehn	Capt	Wes. 9.06						
✠ 389	MIMI, Pedersen. (1.05) 96-04	16-3	3/3, L 1.1.	Bq 1 P-B	805 719 699	Nrw	82	Elsfleth J. Jürgens	C-Ht-PP;ch.m-frg;(sal); SS.05;d.ft-m.5.05;rp.03.	48.6 159-6	9.5 31-2	6.15 20-2	.....	Christian- sand	R. Knudsen	Chrd. 5.05						
✠ 390	MIMOSA, Baudoin. (2.98) (3/3, G.1.1.)	15	... ..	3mG	296 288	Frç	98	St-Malo A. Buron	C-Or;ch.m-frg;d. cv.2.98.	38.55 126-6	8.51 27-11	3.95 13-0	.....	St-Malo	Delacour	St-M. 2.06 c.v.2.06						

N, B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS													
	1	2	3																
✠	391	MINDE, <i>Rasmussen, R. M.</i> 92 - 00 (7.00)	16	3/3, P	1.1.	Glt	$\frac{49}{39}$ 46	Dan	00	Marstal <i>J. H. Petersen</i>	C-Ht; ch. frg; (sal); sfb	20.78 68-2	5.71 18-9	1.95 6-5	.....	Marstal	Capt	Svdb. 5.05 c.v. 6.05	
✠	392	MINDELLO ( <i>ex-Alf</i> ), <i>de Sousa</i> (5.07)	12-4	3/3, L	1.1.	G3m	$\frac{315}{291}$ 304	Ptg	91 O.07	Sandefjord <i>S. Olsen</i>	Ht-C-P-PP; ch.m-fr; (sal); d.ft-m. 5.07; rp.07.	40.87 134-0	7.93 26-0	3.79 12-5	.....	Oporto	J. A. Ferreira & Co	Lish. 5.07	
.	393	MINE, <i>Schmidt.</i> (9.93)	12-4	—	—	Slp	31	Alm	63 O.93	Dars	C-Ht; ch. fr; sfb; (sal); p.P S7; grp. SS. S7; rp-car. 9.93.	14.1 46-3	4.5 18-0	2.03 6-8	.....	Ekensund	Capt	Strs. 93	
✠	394	MINE, <i>Nielsen.</i> 04 - 06 (9.06)	16-4	3/3, G	1.1.	Glt	$\frac{135}{121}$ 123	Dan	85 O.06	Thurø <i>J. Ph. Jørgensen</i>	C-Ht. ch. m-frg; sfb; (sal); SS.00; rp-car. 9.06.	27.7 91-0	6.4 21-0	3.14 10-4	.....	Svendborg	J. Ph. Jørgen- sen (Thurø)	Svdb. 9.06	
✠	395	MINERVA, <i>Fuglsang.</i> (10.01)	16	3/3, G	1.1.	G3m	$\frac{287}{193}$ 226	Dan	01	Svendborg <i>J. R. Andersen</i>	C-Ht; ch. frg; (sal); sfb; rp. 04.	35.69 117-2	8.07 26-6	3.61 11-10	.....	Svendborg	H. A. Hansen & Co	Lvn. 3.07	
.	396	MINERVA, <i>Jönsson.</i> (6.89)	9-5	—	—	G3m	$\frac{142}{124}$ 130	Sds	70 rc.89	Sjötorp	P-C; ch. fr; sfb; (sal); p.P. 89.	29.5 96-10	6.9 22-7	2.79 9-2	.....	Skillinge	A. Wickman	Got. 89	
✠	397	MINERVE, <i>Lehoerff, A.</i> 02 - 05 (11.04)	16	3/3, G	1.1.	3 m B-G	$\frac{271}{208}$	Frç	04	St-Malo <i>G. Gautier</i>	C-Or; ch. m-frg; sfb; (sal); p.PP.	35.06 115-1	8.12 26-8	3.94 12-11	.....	Cancale	Capt	St-M. 1.07 c.v. 1.07	
✠	398	MINGO, <i>Gladalich.</i> (11.04) Oil Barge.	11	3/3, G	1.1.	1 m	$\frac{331}{307}$	Amr	04	Newburgh (N.Y.) <i>T.S. Marvel</i>	A; 7 comp.	44.07 144-7	8.23 27-0	2.90 9-6	.....	Port-Arthur (Texas)	J. M. Guffey Petroleum Co	N-Y. 04	
.	399	MINNA, <i>voir aussi MINE.</i>																	
✠	400	MINNA, <i>Dransch, A.</i> (5.98)	13-6	—	—	Glt	$\frac{92}{80}$	Alm	73 O.98	Seedorf <i>J. Krüger</i>	C-Ht. ch. frg; sfb; (sal); p.P; grp-car. SS. 4.98.	21.3 70-0	5.4 17-9	2.87 9-6	.....	Stralsund	Capt (Breege a/R.)	Strs. 02 c.v. 00	
.	401	MINNA, <i>Buntebarth, C.</i> (7.04)	12-4	5/6, P	1.1.	Slp	$\frac{30}{24}$	Alm	56 rc.74 O.04	Zingst <i>C. Drossel</i>	C-Ht. ch. frg; sfb; grp 94; SS. 90; car. 8.01; rp. 04.	12.4 40-8	4.2 13-9	1.98 6-6	.....	Barth	Capt (Zingst a/D.)	Strs. 6.06	
✠	402	MINNIE-A.-CAINE, <i>Olsen.</i> 00-00 (12.00)	14	3/3, G	1.1	G4m 1 P-B	$\frac{880}{779}$	Amr	00	Seattle	P; ch. frg; (sal); sfb.	57.15 187-6	12.50 41-0	4.50 14-9	.....	Seattle	E. E. Caine	P-S. 04 c.v. 04	
.	403	MIRANDA, <i>Clements.</i> (10.01)	13-4	—	—	Glt 1 P-B	$\frac{156}{125}$	Ang	70 O.01	Arbroath	C-PP-Or; ch.m-fr; sfb; rp. SS. 01; car. 8.03.	28.20 92-6	6.81 22-4	3.69 12-1	.....	Arbroath	J. A. Clements	Plm. 03	
✠	404	MIRANDA, <i>Ingrvarsson.</i> (3.02)	13	3/3, G	1.1.	G3m	$\frac{200}{185}$	Sds	02	Oscarshamn <i>A. Carlsson</i>	P-C; ch-frg; (sal); sfb; car. 5.06.	33.25 109-1	7.13 23-5	3.02 9-11	.....	Oscars- hamn	A. Severin	H.sh. 5.06	
.	405	MIRANDE ( <i>ex-Perseverante</i> ), <i>Chérel.</i> (3.07)	12-3	3/3, P	1.1.	Glt	$\frac{59}{39}$	Frç	76 rc.00 O.06	St-Pierre- Miquelon	C-Sp-B-Ht-Hk; ch.m- frg; (sal); sfb; car. 10.06	20.69 67-10	6.32 20-9	2.30 7-7	.....	St-Pierre- Miquelon	H. Mignot	St-P. 10.06 c.v. 1.06	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



MOL

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIEAUX — DOUILLAGE — RÉPARATIONS		LONGUEUR EN METRES 13	LARGEUR 14	CREUX DE CALE 15	FRANC BORD EAU SALEE H.A.N. en pouces 16	PORT D'ARMEMENT 17	ARMATEURS 18	DERNIÈRE VISITE 19					
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME 4	COTE 5 6			Brut Net Sous le pont 8	ANNÉE de la construction 10			PORT DE CONSTRUCTION — CONSTRUCTEURS 11	MATÉRIEAUX — DOUILLAGE — RÉPARATIONS 12	EN METRES 13	14								15	16	17	18	19
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL DATE DU TERME																										
	2	3																									
✠ 406	MIRDSA, <i>Greisser.</i> 00-05 (6.00)	10	3/3, P	1.1.	Glt	115 111	Rss	00 0.04	Paulshafen A. Andersen	P-C; ch. frg; sfb car. 4.06.	23.20 76-0	6.40 21-0	3.05 10-0	.....	Paulshafen	Buchmann & Co	Lib. 8.16										
✠ 407	MIREILLE (ex-Sörine), Fouques. (3.00)	13-8	5/6, A	1.1.	G3m 1 P-B	252 205	Frç	76 0.00	Fanö Chr. Graff	C-Ht; ch. m. frg; (sal); p. p. S. 00; d. ft. m. 2.01; rp. 06.	7.3 118-8	36.2 24-0	3.99 13-1	.....	Granville	Cruchon, Fouques & Co	St-P. 4.06 c. v. 04										
✠ 408	MISSISSIPI, . . . . . (12.90)	12-3	—	—	Bq 1 P-B	689 643 633	Nrw	75 0.91	Arendal L. Waaland	P-PP-C. ch. m. fr. p. P. d. ft. m. 12.92; rp. 83; (sal); SS. 91.	47.6 156-2	9.1 29-11	5.78 18-11	.....	Arendal	J. Klöcker & Co	Ard 192										
✠ 409	MISTRAL, <i>Pomies.</i> P.C. 6-85 77-02 (9.07)	1	3/3, L	1.1.	Bq 4 m 2 P	2755 2207	Frç	01 V.06	Nantes Chantiers de la Loire	A; 5 comp; D. 52m92; G. 23m30; W3. cale 1023 t; car. 9.07.	89.84 294-9	13.14 43-2	6.92 22-8	42 45	Marseille	Sté Marseillaise de Voiliers	Hv. 9.07										
410	MIZPAH, . . . . . (9.98)	13-3	—	—	Kt	79 55	Ang	84 0.98	Grimsby Smith & Ste- phenson	C-PP; ch. fr; sfb; car. SS. 8.98.	23.00 75-5	5.95 19-7	3.15 10-5	.....	Grimsby	Charles Le Quesne	Plm. 01										
411	MIZPAH, <i>Mackeown.</i> (8.85)	14-13	—	—	Kt	57 51 56	Ang	83 0.85	Jersey	C-Or-PP. ch. cv. frg; sfb; (sal); p. S; grp. 85; car. 1.93.	21.5 70-7	6.0 19-8	2.80 9-3	.....	Jersey	J. C. Renouf & Co	Pmp. 95 c. v. 93										
✠ 412	MIZPAH, . . . . . (10.86)	12-3	—	—	Bq 1 P-B	419 387 372	Sds	76 0.86	Grimstad J. Jørgensen	P-C-PP. ch. m. frg; d. ft. m. 11.90; (sal).	37.0 121-5	8.0 26-3	4.82 15-10	.....	Kvik	J. Svanberg & Co	Hbg 90										
413	MJÖLNER, <i>Assarsson.</i> (5.07)	9-4	5/6, G	1.1.	Glt	218 194	Sds	79 0.07	Kragerö	P-C-PP; ch. m. fr; sfb; car. 6.03; rp. 07.	30.93 101-6	7.82 25-8	3.76 12-4	.....	Helsing- borg	G. H. Witt	Hsb. 5.07 c. v. 5.07										
✠ 414	MOAMA, . . . . . (8.01)	12-4	—	—	G3m	404 384 350	Ang	92 0.98	Black River (N-B) J. & R. M'Leod	Sp-B-C PP. ch. m. frg; (sal); d. ft. m. 2.02.	43.61 143-1	9.93 32-7	3.66 12-0	.....	St-John (N-B)	P. M'Intyre	N-Y. 02										
415	MODELO, <i>Santos.</i> (8.98) (3/3, A. 1.1.)	10	...	...	Glt	137	Ptg	98	Aveiro	PP-P-M; ch. m. frg; d. ft. m. 8.98.	25.09 82-4	7.48 24-6	2.75 9-0	.....	Oporto	Amandio de Jesus Peixeira & Co	Lisb. 98										
416	MODESTA, <i>Kraeft, Herm.</i> (7.06)	14-4	5/6, P	1.1.	Gls	35 27	Alm	77 0.06	Anclam J. C. Pous	C-Ht; ch. frg; (sal); sfb; grp. 04; car. 7.06	16.50 54-2	5.25 17-3	1.96 6-5	.....	Barth	Capt	Brth 7.06										
✠ 417	MOEWE (ex-Frederikke, Weiw. (6.02)	16-2	—	—	Glt	112 104	Rss	71 0.97	Thurö L. Kaas	C. ch. frg; sfb; rp. SS. 92; car. 4.02.	23.9 78-5	6.9 22-8	3.16 10-4	.....	Cronstadt	P. Leisberg & A. Sispon	Ptb. 02										
✠ 418	MOHICAN, <i>Kelley.</i> (9.02)	13-4	—	—	Bq 2 P	852 785	Amr	75 0.02	Chelsea Pierce & Montgomery	C-PP-Hk. ch. m. fr. (sal); rp. SS. 89; sj. 11.58; car. 11.98.	48.8 60-10	10.7 35-0	5.88 19-4	.....	San-Fran- cisco	Jas. Greig	S-F. 5.06 c. v. 02										
✠ 419	MOLA, <i>Llerena, C. Ma.</i> (8.01) (3/3, A. 1.1.)	12-7	...	...	G3m	367 330 315	Mxc	92 0.01	Gardners Creek W. & R. Wallace	Sp-B-PP C. ch. m. fr; (sal); grp. SS. 01; d. ft. m. S. 01.	41.95 137-8	9.90 32-6	3.38 11-1	.....	Progreso	Capt	N-Y. 02										
✠ 420	MOLIERE, <i>Le Pennec.</i> (3.04) P. C. 6-85. 06 07 (6.07)	1	3/3, L	1.1.	Bq 1 P-B	2198 1976	Frç	00 V.05	Nantes Chantiers de la Loire	A; 2 comp; D. 17m; R. R 6m50; R. Y. 12m70; G. 11m80; rp. 00; car. 6.07.	84.14 176-1	18.31 60-1	6.80 22-4	56 1/2 59 1/2	Nantes	René Guillon & René Fleury	Card. 6 07										

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION		RIG NUMBER OF DECKS	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HULL IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3																4
+	421	MONITOR, <i>Rikart.</i> 02-02	(5.02)	13	3/3, G	1.1.	G3m	136 108	Rss	02	Haynaseh <i>I. Mangus</i>	P-C; ch.frg; (sal); sfb; rp-car. 5.07.	27.43 90-0	8.07 26-6	2.74 9-0	.....	Riga	J. R. Weide	Wsb. 5.07
+	422	MONITOR, <i>Frennesson.</i>	(8.04)	11-5	5/6, G	1.1.	Glt	228 208 204	Sds	83 0.04	Gefle <i>Bergforss &amp; Son</i>	P-C. ch. m-fr; (sal); p.S; sfb; SS.04; rp-car. 3.07.	29.7 97-6	7.7 25-4	3.26 10-8	.....	Kongs- backa	A. Swahn	Hlsb. 3.07
+	423	MONROVIA, <i>Aase.</i>	(7.02)	14-5	—	—	3 m 2 P	1526 1449 1422	Nrw	78 0.02	St-John(N-B) <i>J. Fraser</i>	Sp-PP-B-C-Hk. ch. m- frg; 2 p.Sp; (sal); SS.92; d.ft-m.10.02; rp.67.	64.14 210-5	11.96 39-3	7.41 24-4	=====	Trondhjem	H. G. Jürgens & Co	Gisp. 6.07 c.v. 6.07
+	424	MONTCALM, <i>Jean.</i> P.C. 6-85 (9.06)	(4.06)	I	3/3, L	1.1.	Bq 1 B+P	2212 1960	Frç	02 V.06	Nantes <i>Chantiers Nantais</i>	A: 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m; rp-car. 9.06.	84.61 277-8	12.31 40-5	6.91 22-8	58 61	Nantes	Sté des Voi- liers Nantais	Lvp. 9.06
.	425	MONTEBELLO, <i>Convalle, V.</i> (12.88)		13-5	—	—	Ctt	63	Itl	63 0.89	Viareggio	P-C. ch.frg; sfb; grp. 89; car. 11.92.	20.38 67-3	6.40 21-0	2.55 8-5	.....	Gênes	Capt	Lvn. 9.2
+	426	MORA, <i>Kongs.</i> 86-99	(5.99)	12	3/3, G	1.1.	Glt	103 97	Rss	99 0.07	Pernau <i>A. Haab</i>	P-C; ch.frg; (sal); sfb; rp.04; car. 5.07.	23.92 78-6	6.58 21-7	2.67 8-9	.....	Pernau	Russische A. G. Zellstoff Fabrik Waldhof	Riga 5.07
.	427	MORGENGRY, <i>Bosvig.</i>	(5.99)	11-6	—	—	Bq 1 P-B	610 548 528	Nrw	88 0.99	Grimstad	P-PP-C; ch. m-frg; (sal); grp. SS.99; d.ft-m. 12.00; rp.02.	44.19 145-0	9.98 32-9	5.33 17-6	.....	Risør	Joh. J. Hassel	Card 02 c.v. 02
.	428	MORNING-STAR, <i>Walker.</i> ---04 (3.04)		13-5	—	—	Kt	52 47	Ang	60 0.04	Jersey	C-Or-PP; ch.m-frg; sfb; grp-car. SS.3.04	20.65 67-9	5.00 16-5	2.50 8-2	.....	Jersey	C. Y. Farrant à Plymouth)	Pim. 1.06
.	429	MOSES, <i>Brentkopf.</i> (3/3, P. 1.1.)	(11.03)	3-5	...	...	Glt	106 99	Rss	96 0.03	Windau <i>A. Anderson</i>	P-C; ch.fr; (sal); sfb; car. SS.11.03.	23.22 78-5	6.98 22-9	2.99 9-8	.....	Windau	L. Sebba	Wnd 03
+	430	MOTOR, <i>Andersen, P. W.</i> <i>Moteur aux.</i> (10.07)		16	3/3, P	1.1.	3mG	64 49 59	Dan	07	Svendborg <i>J. Ring-Andersen</i>	C-Ht; ch.frg; sal; sfb.	22.48 73-9	5.96 19-7	2.10 6-11	.....	Gaabense	Capt	Svda. 10.07
.	431	MOUCHE, <i>Brouard.</i>	(1.07)	12-2	3/3, P	1.1.	Glt	61 37	Frç	86 0.06	St-Malo <i>Gautier</i>	C-Or; ch. m-frg; (sal); p.Sp.04; sfb; rp-car. 4.03.	20.3 66-7	6.4 21-0	2.54 8-4	.....	St-Malo	J. Thoma- zeau & Co	St-P. 10.06 c.v. 10.06
+	432	MOUETTE, <i>Le Guyader.</i> (8.06)		13	3/3, G	1.1.	Glt	172 134	Frç	06	Kérity <i>Bonne</i>	C-Or-Ht; ch.frg; sfb.	31.42 103-1	7.57 24-10	3.67 12-0	.....	Paimpol	F. Le Guya- der	Pmp. 9.06
+	433	MOUETTE, <i>Le Pluward.</i> 91-00	(3.98)	15	3/3, G	1.1.	Glt	123 96	Frç	98 0.07	LaRichardais <i>L. Tranchemer</i>	C-Or; ch.m-frg; sfb; (sal); car. 7.07; rp.07	28.80 94-6	6.31 20-8	3.17 10-5	.....	Légué St-Brieuc	de Kerjégu	B-l. 7.07
.	434	MOUETTE, <i>Canet.</i>	(12.95)	13-4	—	—	Lg	48 29	Frç	63 0.96	Nantes <i>Peltier</i>	C-Or; ch.frg. sfb; S. A.p. SS.88; grp-car. SS.8.96.	14.7 48-3	4.6 11-1	2.43 8-0	.....	Nantes	L. Jacquier	Nt. 96
.	435	MOUNTBLAIRY, <i>Bowden, C.</i> (9.01)		14-3	—	—	G3m	147 119	Ang	74 0.01	Sprey	C-Or-PP; ch.m-frg; (sal); sfb; p.P; rp-car. SS. 9.01.	28.98 95-1	6.79 22-3	3.50 11-6	.....	Plymouth	Capt	Fhm. 01

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN METRES — EN PIEDS ET POUCES	LARGEUR — EN METRES — EN PIEDS ET POUCES	CREUX DE CALE — EN METRES — EN PIEDS ET POUCES	FRANC BORD — EAU SALLE H.A.N. — en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		GRÈEMENT NOMBRE DE PONTS	Brut — Net — Sous le pont											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
• 436	MOUSINHO-DE-ALBUQUER- QUE, Silva. (12.96 97-02 (3/3, A. 1.1.)		10	...	..	Glt	118	Brs	96 O.03	Fão	P-Ml;ch.frg;d.ft. m.2.03.	24.15 79-3	7.13 23-5	2.53 8-4	.....	Santos	A. Domingos Pinto	Lisb.03	
• 437	MÖWE, voir MOEWE.																		
• 438	MUISTO, Laine. (3.04)		10-5	5/6, G	1.1.	Bq 1 P-B	595	Rss	81 O.04	Wittisbofjard	P-S;ch.frg;d.bois; 5.04;rp.04;SS.01.	45.26 148-6	10.40 34-2	5.52 18-1	.....	Nystad	J. A. Malin	Åbo 04	
• 439	MURADIÉ (ex-Madawaska), Adem, M. (10.01)		13-3	—	—	B-G 2 P	489	Tre	66 O.01	Medford(E-U)	C-PP;ch.m-frg;d. m.	40.66 133-5	9.00 29-6	4.95 16.3	.....	Scutari	Mehemet Adem	Tun.01 c.v.01	
✠ 440	MURIEL, Baumann. (11.95)		12	—	—	G4m	586 483	Amr	95	Alameda(Cal) Hay & Wright	P;ch.frg;sfb.(sal); p.P.	49.68 163-0	11.27 37-0	3.66 12-0	.....	San-Fran- cisco	G. U. Hind	S.F. 95	
✠ 441	MUSETTE, Besnard. (2.96)		13	3/3, G	1.1.	B-G 3m	245 -01	Frç	96 O.05	St-Malo Gautier frères	C-Or;ch.m-frg;(sal) p.S.06;d.m.1.05	36.20 118-9	8.05 26-5	3.65 12-0	.....	Bayonne	S.M. Legasse; Neveu & Co	St-M. 2.06	
✠ 442	MUTINE, Lasbleiz. (9.02) 98-02		13	3/3, G	1.1.	Glt	101 75	Frç	02	Kerity Bonne	C-Or-Ht;ch.frg;sfb	25.30 83-0	6.62 21-9	2.98 9-9	.....	St-Brieuc	Y. Thomas (Legué)	Bx 9.07	
• 443	MYOSOTIS, Romain. (4.03)		10-6	3/3, G	1.1.	Glt	95 66	Frç	84 rc.03	Lunenburg (N-S)	S-Mr;ch.frg;sfb;p.S 03;rc.car.SS.4.03.	23.60 77-6	6.90 22-8	3.14 10-4	.....	St-Malo	H. Mignot	St-P. 10.06 c.v.10.06	
✠ 444	MYOSOTIS, Le Bihan. (7.95) 94-95		13	3/3, P	1.1.	Dy	64 45 61	Frç	95 O.02	Nantes E. Alleau	C;ch.frg;sfb;p. PP; rp-car.1.06.	19.37 63-7	6.19 20-4	2.47 8-1	.....	Pont Aven	Capt	Nt. 1.06	



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH IN METERS IN FEET AND INCHES	BEAM IN METERS IN FEET AND INCHES	DEPTH OF HULL IN METERS IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER		RIG	NUMBER OF DECKS											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	1	N.-W.-WHITE, Bernier. (6.86)	10-6	—	—	Glt	99	Ang	78	Jordan-River (N-S)	Sp-R-C-Or-P, ch.m-fr; sfb; sal; SS.86; rp-car. 7.91.	25.0 82-0	6.9 22-8	2.80 9-3	.....	Quebec	F. Tremblay	Queb 91	
+	2	NACHRICHTEN, Schlichting. (10.99)	I P.R.	—	—	Kn	813 307	Alm	91	Hamburg J.H. A. 5 comp; 1 p. F; N. Wichhorst rp-car. 7.02.	40.0 131-3	7.75 25-5	3.75 12-4	.....	Hamburg	Vereinigte Bug- air-u.-Fracht- schiffahrt Ge- sellschaft.	Hbg 02		
+	3	NAIMA, Sillstén. (9.07)	11-4	3/3, G	1.1.	G3m	334 308	Rss	91	Lokalaks A. Wika P-S, ch.frg; sfb; (sal); SS.03; car. 9.07; soufl. B.07.	36.58 12-00	8.05 26-5	3.66 12-0	.....	Nystad	JohnSaarinen	Abo 10.07		
+	4	NAJADE, Van der Loo. (9.04)	I	3/3, L	1.1.	3 m 2 P	1752 1677 1640	Alm	88	Geestemünde J.C.Tecklenborg A; 2 comp; car. 8.04.	76.0 249-4	12.0 39-4	7.00 23-0	.....	Bremen	Rhederei Vi- surgis A. G.	Rd. 01		
+	5	NAJADEN, Rasmussen. (3.03) 01-05	16	3/3, G	1.1.	G3m	179 149 169	Dan	03	Svendborg C-Ht; ch.frg; (sal); H.Poulsen-Jensen sfb; rp-car. 3.06.	31.99 104-4	7.85 25-9	3.36 11-0	.....	Svendborg	C.V. Petersen	Svdb. 4.06		
+	6	NAJADEN, Eriksen. (12.01) 92-92	16-6	5/6, G	1.1.	B-G	149 126 138	Dan	75	Faaborg C-Ht; ch.m-fr; sfb; (sal); R. Möller SS.02; rp.99; car. 2.05.	29.3 96-0	6.5 21-4	3.26 10-8	.....	Faaborg	R. Möller	Svdb. 11.05		
.	7	NAJADEN, Hansen, E. (3.97) (3/3, P. 1.1.)	11	...	..	Glt	43 32	Dan	97	Wiken C-P; ch.frg; (sal); J. Hagerman sfb.	17.22 56-6	5.20 17-1	2.22 7-4	.....	Elseneur	Capt	Hlsb 97		
.	8	NAN, Meslin. (4.03) Yacht.	12-6	3/3, Y	1.1.	Ctt	8	Rss	90	Fairlie C-P-Ac; ch.cv; sfb; W. Fife & Son car. 7.05.	13.71 14-5	3.55 11-8	2.38 7-10	.....	Riga	W. Meslin	Riga 7.05		
+	9	NANCY, Pedersen. (10.05)	16-6	3/3, A	1.1.	B-G	236 224 208	Dan	89	Nordby C-Ht-PP; ch.m-fr; S. Abrahamsen sal; rp.00; d.ft-m. 11.04; SS.05.	34.9 114-6	7.2 23-8	3.77 12-4	.....	Fanö	M. Andersen (à Nordby)	Hbg 10.05		
+	10	NANINE-AGLAË, Cohelêach. (10.06)	15-4	5/6, G	1.1.	Bk	198 168	Frç	75	Nantes C.ch.frg; sfb; E. Clergeau rp-car. SS.10.06.	27.5 90-3	6.9 22-8	3.70 12-2	.....	Redon	Hemery (à St-Jean de la Poterie)	B-l. 10.06		
+	11	NANNA, Baagøe. (8.02) 92-02	16-15	3/3, G	1.1.	G3m	189 159 180	Dan	02	Svendborg C-Ht; ch.frg; (sal); Chr. Andersen sfb; rp-car. 1.06.	32.05 105-2	7.66 25-2	3.45 11-4	.....	Svendborg	J.L. Knudsen	Svdb. 2.06		
+	12	NANNA, Rohman. (12.04)	15-3	3/3, A	1.1.	Bq 1 P-B	747 697	Sds	82	Kylörn P-C-PP; ch.m-fr; (sal); d.ft-m. 12.04; SS.04. Fr. Hägglund	51.8 170-0	9.7 32-0	5.91 19-5	.....	Helsing- borg	N. M. Pähls- son & Co	Hlsb 04		
+	13	NANNA (ex-Poul-Johannes- Schouw), Mattsson. (10.01)	16-6	—	—	Bq 1 P-B	450 406 395	Sds	75	Brake C-Ht-PP; ch.m-fr; J. Oltmann Wve sal; SS.01; d.ft-m. 10.01.	41.20 135-3	8.10 26-7	4.80 15-9	.....	Waddö	E. Andersson	Bbd. 04		
.	14	NANNINA-GRECO (ex-La-Rosi- na), Greco. (8.90)	12-3	—	—	B-G	61	Itl	80	Voltri-sul- Mare C-P; ch.m-fr; d.ft-m. 8.90.	22.60 74-2	5.66 18 3	2.50 8-3	.....	Naples	Nicola Greco	Npl. 90		
.	15	NANNY, Christensen. (5.01) 98-03	11	3/3, P	1.1.	Lg	47 38 43	Dan	01	Wiken Ht-C-P; ch.frg; J. Hagerman (sal); sfb; car. 9.04.	17.00 55-9	5.64 18-6	1.93 6-4	.....	Aalborg	St. Steensen	Svdb. 1.06		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



NAT

Surveillance spée.	NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGUEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE	F. SANC EAU SALLE H.A.N. ou pouces	PORT D'ARMEMENT	ARMATEURS	DEVIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE			Brut Net Sous pont												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	16	NANNY, Nilsson, O. (6.00)	14	3/3, P	1.1.	Glt	61 40	Sds	00	Örnavig M. Jönsson	C-P; ch.frg;(sal); sfb; car.6.05.	22.20 72-10	5.98 19-8	1.94 6-4	.....	Norje	P. Nilsson	Grh. 6.05	
.	17	NANSEN, Petersen. (7.04) 01-01	13-7	3/3, L	1.1.	3mG	308 267 252	Dan	98 O.04	Christian- sand	P-C; ch.m; d.ft-m. 7.04; rp.SS.04.	36.63 120-2	8.51 27-11	3.80 12-6	.....	Marstal	H. A. Grube	Svdb04	
✠	18	NANTES, Ricordel. (9.04) P.C. 5.6-80 (7.07)	I	3/3, L	1.1.	Bq 18+Bp	2879 2263	Frç	00 V.04	Rouen Chantiers de la Normandie	A; 2 comp; 1 D. 30m86; D. 39m66; p.PP; rp.06; car.7.07	89.78 294-7	12.56 41-2	7.16 23-6	.....	Nantes	Cie Nantaise de navigation à vapeur	Lvp. 7.07	
✠	19	NANTES-BELLE-ILE, Guillet. (6.94)	13	3/3, P	1.1.	Dy	47 32	Frç	94 O.01	Nantes P. Sevestre	C; ch.frg;sfb; car. 7.01.	18.37 60-4	5.22 17-2	2.18 7-2	.....	Belle-Ile	D. Esterlin	B-L. 8.87 c.v.8.07	
.	20	NAPHY (ex-Kanella), Moutza (11.03)	13-2	—	—	Glt	73	Tre	77 O.03	Fiume	C-Ml-P; ch.m-fr; sfb; grp-car.10.03.	19.81 65-0	5.96 19-1	2.70 8-10	.....	Retinio (Candie)	Seime Naphy	Syra 03	
✠	21	NARA, Kreuzberg. (8.01) 95-04	11	3/3, A	1.1.	G3m	286 261	Rss	01	Uppesgrive Morgenstern	C-P.ch.fr;(sal); d. ft-z.6.03.	34.75 114-0	7.98 26-2	3.86 12-8	.....	Riga	F. Lerch & K. Puhling	Glsq. 10.05 c.v.04	
✠	22	NARA, Sielemann. (8.95) 75-03	10	—	—	Gls 2 m	61 58 52	Rss	95 O.00	Salismünde M. Sepp	P-C; ch.fr;sfb; G-E. (sal); rp.00; car.5.01	20.04 65-9	4.67 15-4	2.54 8-4	.....	Riga	P. Weidemann (à Salismünde)	Riga 03	
.	23	NARCISSUS, Buglietto. (10.06)	I	3/3, L	1.1.	3 m 2 P-B	1313 1202	Itl	76 V.00	Port Glasgow R. Duncan & Co	F; 2comp; D. 11m20; R. 11m42; G. 11m; car. 10.06.	71.62 235-0	11.30 37-1	6.71 22-0	.....	Gênes	V. Bertolotto	Gn. 10.06	
.	24	NARKA, Amice. (10.02)	9-6	3/3, G	1.1.	Glt	95 66	Frç	88 rc.02	Locksport (N-S)	M-S.ch.m-frg;sfb;p.n. 02; rc.SS.02; rp-car.2.04.	26.23 86-1	6.98 22-11	3.05 10-0	.....	St-Servan	dela Celle & Wil- lot (à Argentan)	St-M. 2.06 c.v. 2.06	
.	25	NASSIB (ex-Christos-Nicolai- dis), Caludi. (5.95)	12-3	—	—	Bq 1 P-B	204 192 208	Tre	76 O.95	Syra	C-P; ch.m frg; 1 p.n.95; d.ft-m.4.95; grp.SS.95.	40.00 131-3	8.60 28-3	5.60 18-5	.....	Constanti- nople	Rustib Bey	Cust.95	
.	26	NATAL (ex-Zequinha), Fran- cesco. (1.98)	12-5	—	—	B-G	177 142 208	Brs	81 O.98	Poole W. Meadus & Sons	C-Ml-PP; ch.m-frg; d.ft-m.9.98; SS.92.	33.92 111-4	7.23 23-9	3.74 12-3	.....	Rio-Grande	RosaCarvalho (à Bahia)	Pel. 01	
✠	27	NATHALIA, Eriksen. (3.03) 92-03	16	3/3, G	1.1.	G3m	187 142 162	Dan	03	Marstal G. Clausen	C-Ht; ch.frg;(sal); sfb; car.3.06.	31.74 104-2	7.47 24-6	3.3 10.10	.....	Marstal	A. Jensen Bager	Svdb. 3.06	
✠	28	NATHALIE, Langlois. (4.04) 02-03	13-6	3/3, P	1.1.	Kt	72 57	Frç	90 O.01	Paimpol L. Laboureur	C-Or.ch.frg;sfb;p.8.04; (sal); car.SS.4.04; rp.06.	22.2 72-10	5.3 17-1	2.90 9-7	.....	Lannion	Capt	Brst 4.06 c.v.05	
✠	29	NATHALIE, Lachivert. 99-06 (4.98)	13	3/3, P	1.1.	Dy	47 38	Frç	98 O.06	Paimpol Pilvin	C-Or; ch.frg.sfb; car.5.01.	17.19 56-5	5.60 18-4	2.60 8-6	.....	Tréguier	P. Forestier (à Pleubian)	Pmp. 6.06 c.v.6.06	
✠	30	NATIONAL, Larsen, A. (5.99)	16	3/3, P	1.1.	Glt	57 49 55	Dan	99	Bandholm P. Larsen	C-Ht; ch.frg;(sal); sfb.	21.06 69-1	5.96 22-10	2.26 7-5	.....	Bandholm	Capt	Gph. 7.06	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	Register — under deck		gross	SHEATHING												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								REPAIRS												
	DATE OF TERM								IN FEET AND INCHES												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	31	NATIONAL, <i>Svensson</i> . (7.94) (3/3, P, 1.1.)	15	...	...	Glt	43 36 40	Sds	94	Horsens <i>R. Schröder</i>	C-Ht; ch.frg; sfb; p. PP.	19.15 62-8	5.30 17-6	2.07 6-8	.....	Va. Lorg	L.E. Svensson	Stt. 00 c.v.00			
✠	32	NATIVITÉ ( <i>ex-Nativita</i> ), <i>No- vella</i> . (2.00)	16-4	—	—	B-G	149 128	Frç	74 O.00	Varase	C; ch.cv-m-frg; d.m. 1.97; rp.00.	27.50 90-3	6.20 20-4	3.89 12-9	.....	Marseille	L. & P. Selon Frères	Mrs. 02			
✠	33	NAUTA ( <i>ex-Klara</i> ), <i>Staerke</i> . 07-07 (3.04)	16	3/3, G	1.1.	G3m	119 99 114	Dan	04	Marstal <i>N. Hansen</i>	C-Ht; ch.m-frg; ( <i>salt</i> ); sfb; rp-car. 11.06.	28.22 97-7	7.06 23-2	2.83 9-4	.....	Marstal	M. Hansen.	Svdb. 1.07			
.	34	NAUTICO ( <i>ex-Nazareth</i> ), <i>Matheus</i> . (12.99) 03-03 (3/3, A.1.1)	10	...	...	G3m	188	Ptg	99	Aveiro	M1-P; ch.m-frg; d.ft m.12.99; rp.01.	32.17 105-7	8.70 28-6	3.45 11-4	.....	Lisbonne	A.M. de Frei- tas	Lisb 03			
.	35	NAUTILO ( <i>ex-Nachtegal</i> ), <i>Schiaffino</i> . (10.05)	I	3/3, L	1.1.	Bq 1 P-B	1036 963 1004	Itl	84 V.05	Amsterdam <i>J. F. Meursing</i>	F-Bois; ch.m.d.ft- m.12.01; rp.05.	57.70 189-4	11.20 36-9	6.44 21-2	.....	Gênes	G. B. Fascé & N. Schiaffino	Mrs. 10.05 c.v.10.05			
.	36	NAVEGADOR ( <i>ex-Border- Queen</i> ), <i>Jorge</i> . (3.03)	13-3	3/3, A	1.1.	G3m	218	Ptg	77 rc.03	Berwick	C-PP; ch.m-frg; d. ft-m.3.03; SS.03; rp.07.	32.26 105-10	6.65 21-10	3.85 12-8	.....	Lisbonne	Parceria Geral de Pescarias	Lisb. 5.07			
.	37	NAVEGANTE ( <i>ex-Violeta</i> ), <i>Biaia</i> . (4.04)	13-3	3/3, A	1.1.	B-G 1 P-B	291 287	Ptg	93 O.01	Syra	C-PP-M1; ch.m-frg; d. ft-m.4.04; SS.01; rp.04.	32.20 105-8	8.10 26-7	5.20 17-1	.....	Lisbonne	Antonio Mas- ques de Freitas	Lisb.04 c.v.01			
✠	38	NEA-EFTICHIA ( <i>ex-Francesco- Gotusso</i> ), <i>Coumbis</i> . (9.05)	I	3/3, L	1.1.	Bq 1 P-B	440 427 391	Gre	68 112.02 V.05	Nantes <i>Gouin</i>	F; 3 comp; p.P; rp- 07; car.7.07.	42.80 140-5	8.23 2-70	4.97 16-4	.....	Skiatos	Eracle Coumbis	Npl. 7.07			
.	39	NEA-TICHI ( <i>ex-Alon-Nicolaos</i> ), <i>Nicolas</i> . (11.05)	12-3	3/3, M	1.1.	Bk 1 P-B	120	Tre	86 O.05	Sinope	C-P; ch.m-frg; sfb; grp-car. SS.11.05.	22.00 73-2	6.50 21-4	4.00 13-1	.....	Chios	Marcos G. N. Liras	Cnst. 11.05			
.	40	NÉERLANDE, <i>Galais</i> . (3.04)	13-3	—	—	Bq 1 P-B	105 80	Frç	73 O.99	St-Malo <i>Gautier</i>	C-Or-PP.ch.m-frg; p. PP.89; SS.91; rp.93; d. z.10.99.	26.00 85-4	5.80 19-1	3.35 11-0	.....	St-Malo	Saint-Mleux & C <sup>o</sup>	St-M. 2.06 c.v.2.06			
✠	41	NÉEZARTIE, <i>Moesker, J.</i> (6.06)	I	3/3, G A. & C. P.	1.1.	KH dv. 2mbse	97 77 86	P. B	06	Martenshoek <i>G. &amp; H. Bodewes</i>	A-F; 2 comp; fd; plt; 1 p.A; car.5.07.	25.31 83-1	5.70 18-8	2.17 7-2	.....	Groningen	Capt	Hbg 5.07			
.	42	NELLIE-TROOP, <i>Noble</i> . (3.03)	I	3/3, L	1.1.	Bq 1 P-B	1367 1312 1281	Ang	89 V.03	Bristol <i>C. Hill &amp; Sons</i>	A; 2 comp; rp-car. 3.03.	72.23 237-0	11.02 36-2	6.45 21-2	.....	S-John (N-B)	Troop & Son	N-Y.03			
.	43	NELLY, <i>Haggi Elia</i> . (10.01)	12-3	—	—	B-G 1 P-B	186	Gre	86 O.01	Cassos <i>A. Emanoil</i>	C-P.ch.-frg.sfb;d. ft-m.11.01; rp.SS.95.	27.5 90-2	6.9 22-8	4.45 14-7	.....	Syra	J. Protopapa & E. H. Elia	Alx. 02 c.v.02			
✠	44	NELLY, <i>Tomei</i> . (7.03)	15-5	3/3, A	1.1.	B-G3m 1 P-B	258 231 246	Itl	86 O.03	Viareggio <i>A. Raffaelli</i>	C.ch.m-frg; p.P; d. ft-m.7.03; rp.03.	33.0 108-3	7.3 24-0	3.90 12-10	.....	Livourne	A. Tomei (à Viareggio)	Lvn. 9.05 c.v.05			
.	45	NENÉ ( <i>ex-Piccola-Berty</i> ), <i>Monaco</i> . (7.06) 89-03	14-3	3/3, G	1.1.	B-G	152	Itl	82 O.06	Voltri <i>G. de Barbieri</i>	C; ch.m-frg; SS.97; d.ft-m.8.04; rp.06.	27.0 88-7	4.60 15-1	3.60 11-10	.....	Porto- Empedocle	E. Liardi (Castellamare)	Npl. 6.06 c.v.6.06			

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN METRES EN PIEDS ET POUCHES	LARGEUR EN METRES EN PIEDS ET POUCHES	CREUX DE CALE EN METRES EN PIEDS ET POUCHES	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE	
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIERE			DIVISION & TERME	COTE	GRÉMENT NOMBRE LE PONT	Brut — Net — Sous le pont													
DATES DU BÉRIET DU CAPITAINE ET DE L'ÉMISSION COMMANDEMENT AU PÉRI																			
DATE DU TERME																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✦	46	NEPTUN, <i>Brinkema, G.</i> 89-02 (3.02)	14-6	3/3, P 1.1.	Ev Kn	116 103 108	Alm	81	Bardenfleth	0.02	Aug. Fock	C-Ht-PP.ch.frg; 1/2V; d. pit; sfb; SS. 02; rp-car. 2.05.	22.9 75-0	6.3 20-8	2.84 9-4	.....	West-Rhau- derfehn	Capt	Wes. 9.05
.	47	NEPTUN, <i>Johansen, J.</i> (4.98)	12-3	— —	Glo	42 33 39	Alm	73	Nübbel	0.99	C. Kühl	C-Ht.sfb; (sal); rp. SS.99; car. 6.01.	18.0 59-1	4.3 14-1	1.70 5-7	.....	Rendsburg	Capt	Hbg 01
.	48	NEPTUN, <i>Wilhelmsson</i> (9.07)	9-4	5/6, G 1.1.	G3m 1P-B	445 422 412	Rss	90	Langenäs	0.07	A. Henriksso	P; (sal); sfb; rp. SS. 07; car. 8.07; souff. 8.07	44.64 146-6	8.48 27-10	4.25 13-11	.....	Mariehamn	J. Jansson	Åbo 8.07
.	49	NEPTUN, <i>Lundmark</i> (10.04) 02-04	3-3	— —	Bq	416 363	Rss	72	Åbo	0.04	L.P. Kjälström	P-C.ch-fr; p.P; sff. Bois 5.95; SS.90; rp.04.	45.1 148-0	8.5 27-11	3.87 12-9	.....	Raumo	L. W. Lain	Åbo 04 c.v.04
.	50	NEPTUNE (ex-Fremgang), <i>Abrahamsen</i> (3.05)	13-3	3/3, A 1.1.	G3m 1P-B	405 326	Nrw	87	Grimstad	0.05		PP-S-C; ch.m.frg; d. ft-m.12.04; SS.99; rp.05.	41.23 135-4	9.33 30-8	3.77 12-4	.....	Porsgrund	Fr. Thorleif Bergb	Fcp 4.07 c.v.4.07
.	51	NEPTUNE (ex-Angelica), <i>No- rella</i> (10.04) 97-03	13-3	— —	B-G	113 81	Frç	82	Castellamare	0.04		C-M1-P; ch.m.frg; d.ft-z.10.04; rp.04.	30.86 101-3	7.00 23-0	3.00 9-10	.....	Marseille	Pierre Selon	Mrs 04
.	52	NEPTUNE, <i>Luzé</i> (2.07)	12-2	5/6, P 1.1	Dy	69 53	Frç	77 re.99 0.07	Fécamp			C-Or-Sp-M; ch.m-fr; (sal); sfb; re.SS.99; rp. car.11.06.	22.25 73-0	6.25 20-6	2.72 8-11	.....	St-Malo	La Morue Française	St-M. 2.07
.	53	NEPTUNO, <i>Valverde</i> (8.03) 75-00	13-3	— —	Bq 1P-B	493	Ptg	70	Portsmouth (N.H)	0.03		C-P; ch.m.frg; d.ft. m.7.03; rp.SS.03.	40.75 133-9	8.90 29-2	5.52 18-1	.....	Lisbonne	L.Teixeira, Mendes & Co	Lisb.03
✦	54	NEPTUNO, <i>Sinos</i> (4.97)	12	3/3, A 1.1.	B-G	181	Ptg	97	St-Ubes			M1-C-PP.ch.m.frg; d.ft-m.5.07.	32.80 107-8	7.00 23-0	2.80 9-2	.....	Lisbonne	Parceria Geral de Pescarias	Lisb. 5.07 .
✦	55	NEPTUNUS, <i>Jensen</i> (2.02) 72-81	16-6	5/6, G 1.1.	B-G	142 122 188	Dan	76	Troense	0.02	R. V. Möller	C-Ht.ch.m.frg; sfb; (sal); grp.83; SS.92; car.3.06; rp.98.	29.2 46-0	6.4 21-0	3.17 10-5	.....	Svendborg	C. E. Möller	Svdb. 4.06
✦	56	NEPTUNUS, <i>Jørgensen</i> (6.07) 98-07	16	3/3, P 1.1.	Glt	59 40 54	Dan	07	Kolding		C. Christensen	C-Ht; ch.frg; (sal); sfb; p.PP.	21.86 71-10	5.88 19-4	2.22 7-3	.....	Middelfart	C. Thiede- mann	Vjt. 6.07
.	57	NEREIDA, <i>Beato</i> (6.02) (3/3, A. 1.1.)	10	... ..	Glt	155	Ptg	02	Fao			M1-P; ch.m.frg; d. ft-m.6.02.	27.90 91-7	7.59 24-11	2.99 9-10	.....	Oporto	A. J. Ferreira Marques	Lisb.02
✦	58	NESHAMINY, <i>Mc Mehan</i> (6.06)	13	3/3, G 1.1.	Barge 2 m 1 P-B	721 623	Amr	06	Noank (Con.)		R. Palmer & Son	C-PP; ch.frg; (sal); sfb.	53.94 177-0	10.66 35-0	4.32 14-2	.....	Philadel- phia	Philadelphia & Reading Transport Co	N-Y. 6.06
.	59	NETHERTON, <i>Griffiths</i> —-04 (12.02)	14-7	5/6, G 1.1.	B-G	202 199 188	Ang	72	Salcombe	0.03		C-Or.ch.m.frg; d.ft. m.6.99; rp.SS.03.	31.57 103-7	7.08 23-3	3.90 12-9	27 1/2 30 1/2	Teign- mouth	J. W. Finch	Plm. 12.05 c.v.03
✦	60	NEUILLY, <i>Picard</i> (9.04) P.J. 6 85 (11.05)	11	3/3, L 1.1. A. & C.V.	Bq 1P 1Bp	2185 1923	Frç	00	Nantes	V.04	Chantiers Nantais	A; 2 comp; D. 16m50; R. 5m25 & 12m60; G. 12m; rp-car. 9.07.	84.63 277-8	12.29 40-1	6.87 22-6	58 61	Nantes	Société des Longs Courriers Fran- çais	Av. 9.07

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	61	NEVADA, . . . . (3.02)	10-4	—	—	Glt	46 27	Frç	93 O.02	La Have (N-S)	Sp-B-Ht; ch.m-frg; (sal); sfb; rp-car. 2.02	18.07 59-4	5.75 18-10	2.30 7-7	.....	St-Pierre- Miquelon	S.M. Légasse, Neveu & Co (à Bayonne)	S-P. 04 c.v. 04	
•	62	NEW-DOMINION, . . . . (6.97)	12-3	—	—	B-G	144 184	Ang	71 re.83 O.97	Quebec	B-Hk-P-Sp.ch.m-fr. (sal); p.S.83; sfb; rp.94; car. 8.97.	26.7 87-8	7.2 23-8	3.32 10-11	.....	Quebec	D. W. Ley	Queb 97	
✝	63	NEW-YORK, Misuraca. (9.07)	15-4	5/6, A	1.1.	Bq 1 P-B	409 388	Itl	71 O.07	Cassano A. Castellano	C.ch.m.p.P; SS.92; d.ft-m.9.07; rp.07.	37.8 124-0	8.4 27-7	5.55 18-2	.....	Palerme	Pasq. Scarzo	Npl. 9.07	
✝	64	NEWBURGH, . . . . (6.98)	11-6	—	—	G3m 1 P-B	524 481	Amr	88 O.98	Windsor (N-S) S. Dimock	C-Ht-B-Sp.ch.m-fr; (sal); sfb; grp. SS.98; rp- car. 5.99.	41.37 135-9	9.59 31-6	4.94 16-2	.....	New York	J. B. King Transp. Co	Wds.99	
✝	65	NEWSKY, Nielsen. (2.06)	16-4	5/6, G	1.1.	Glt	136 126 128	Dan	75 O.06	Thurø P. Bom	C-Ht; ch.m-frg; sfb; p.P. 89; rp. SS.99; car. 11.05.	27.0 88-7	6.3 20-8	3.20 10-6	.....	Svendborg	Chr. Bom (à Thurø)	Svdb. 2.06	
✝	66	NICANOR, Hammet. (9.98)	11-6	—	—	Bq 2 P-S	393	Ang	86 O.99	Mahon-Eay (N-S) J.H. Zwicker	Sp-B-Ht-C-P.ch.m-fr. (sal); rp. 97; sfb; pr. d.ft- m. 7.99.	42.8 140-3	9.47 31-1	5.18 17-0	.....	Lunenburg (N-S)	J. H. Mc Kin- non	N-Y. 02	
•	67	NICHT-GEDACHT (ex-Nooit-Ge- dacht-II), Reiners, C. (10.06) 84-99	I	3/3, P	1.1.	Tk dv. bsc.	78 67 60	Alm	89 V.06	Hoogezand H. Kroeze	F; 2 comp. fd.plt. G-E; p.F; rp-car. 8.07.	23.20 76-1	4.90 16-1	1.97 6-6	.....	Oldenburg	Capt	Cph. 8.07	
•	68	NICOLAOS (ex-Jerolamo-Mor- tola), Minacouli. (5.95)	12-3	—	—	Bq 1 P-B	510 491	Gre	66 O.95	Varazze	C.ch.m-frg; d.ft-m. 94; rp. SS.94.	41.60 136-6	9.00 29-6	6.00 19-8	.....	Hydra	Jean Catrama- dos (Constantinople)	Cnst. 95	
•	69	NICOLAOS (ex-Madre-M.), Peris. (7.07)	14-3	3/3, G	1.1.	3mG 1 P-B	446	Gre	80 O.07	Milazzo	C-P-P.ch.m-frg; d.ft-m. 4.04; grp. SS. 7.07.	41.00 134-5	9.10 29-9	6.00 19-8	.....	Pirée	N. Manos, G. Pitas & Capt.	Cnst. 7.07 c.v. 7.07	
•	70	NICOLAOS, Pateras. (9.02)	12-3	—	—	Bk 1 P-B	325	Gre	86 O.02	Syra	P-M; ch.m-frg; (sal); 1. m. 10.98; rp. SS.02.	35.00 114-10	8.30 27-3	5.30 17-5	.....	Syra	Panayiotis Lemos (à Chios)	Cnst 02 c.v. 02	
•	71	NICOLAOS (ex-Adelfotis), Nearoclitis, N. (12.02)	12-2	—	—	Glt 1 P-B	116	Tre	86 O.02	Sciatos	P; ch.m-frg; sfb; grp-car. SS. 12.02.	26.00 85-4	6.10 20-0	4.60 15-1	.....	Chios	Capt	Cnst 02	
•	72	NICOLETTA, Pedemonte. (7.05)	13-4	5/6, G	1.1.	Glt	86	Itl	74 O.05	Limite Picchiotti	C-P; ch.frg; sfb; rp. SS. 9.05; car. 8.07.	24.50 80-5	6.70 22-0	2.90 9-7	.....	Livourne	N. Pedemonte	Lva. 8.07	
✝	73	NICOLINE (ex-Annette), Han- sen, J. C. (3.96)	16-4	—	—	Glt	74 65 71	Dan	74 O.96	Thurø P. Troensegaard	C-Ht; ch.frg; sfb; p.P. car. 9.92; SS. 88; rp. 93.	21.40 70-2	5.70 18-8	2.57 8-5	.....	Marstal	Capt	Kngb 99 c.v. 95	
✝	74	NICOLINE, Olsson. (3.98)	16-6	—	—	Glt	123 107 108	Sds	74 O.98	Aalborg S. Sørensen	C-Ht.ch.frg.sfb; (sal); SS. 98; car. 12.00.	24.5 80-5	6.2 20-4	2.87 9-5	.....	Lerberget	J. Andersson	Hlsb 00	
✝	75	NICOLINO (ex-Consiglia-Gala- tola), Cerase. (11.04) 95-05	15-2	—	—	Bq 1 P-B	580 551	Itl	76 O.01	Procida G. Bonifacio	C-P; ch.m-frg; grp; SS.01; d.ft-m.9.01	40.80 133-9	8.70 28-6	6.00 19-8	.....	Naples	Guida Mi- chele	Gn. 7.05	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE EN PIEDS ET POUCHES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÈMENT NOMBRE DE PONT	Brut — Net — Sous le pont	PORT DE CONSTRUCTION — CONSTRUCTEURS			MATÉRIAUX — DOUBLAGE — RÉPARATIONS										
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	76	NIELS, Nielsen. (11.92)	16	3/3, G 1.1.	Glt	112 94 107	Dan	92	Thurø O.00	N.P. Petersen	C-Ht.ch.frg;sfb; (sal);rp.00;car.2.05.	26.27 86-3	6.22 20-5	2.98 9-10	.....	Svendborg	Chr. Mikkelsen (Thurø)	Svdb. 3.07			
✠	77	NIELS, Caspersen. (3.01)	16	3/3, G 1.1.	G3m	169 146 168	Dan	01	Marstal J.O. Christensen	C-Ht;ch.frg;(sal); sfb;car.3.07.	31.83 104-5	7.66 25-2	3.30 10-10	.....	Marstal	H. C. Chris- tensen	Svdb. 3.07				
✠	78	NIELS, Petersen, M. L. 97-97 (9.97)	16	3/3, P 1.1.	Glt	49 39 46	Dan	97	Svendborg O.05	A. Jensen	C-Ht;ch.frg;sfb; (sal);car.3.05.	20.78 68-2	5.71 18-9	1.95 6-5	.....	Svendborg	Capt	Svdb. 3.05			
✠	79	NIELS-JUEL, Christensen. — 05 (2.01)	16-6	—	—	G3m	241 219 235	Dan	84	Marstal O.01	F. Hansen	C-Ht.ch.frg;(sal);sfb; SS.4.01;rp-car.11.04.	34.6 113-6	7.7 25-3	3.77 12-4	.....	Marstal	Agent Peter- sen	Svdb. 3.05		
✠	80	NIELS-JUEL, Henriksen. 03-03 (3.04)	16-5	5/6, G 1.1.	B-G	161 189 145	Dan	77	Svendborg O.03	P.Troensegaard	C-Ht.ch.m-frg;sfb; SS.03;car.9.07;rp. 07.	29.3 96-0	6.5 21-4	3.30 10-10	.....	Svendborg	J. F. Henrik- sen (Thurø)	Stvg. 9.07			
✠	81	NIELS-JUEL, Schmidt. (4.93) (3/3, P. 1.1.)	16	...	...	Gls	43 37 40	Dan	93	Vejle S. Lindtner	C-Ht;ch.frg;sfb; (sal);p.P.	19.90 65-4	5.10 16-9	1.98 6-5	.....	Dragör	C.P. Schmidt	Svdb. 9.03			
✠	82	NIELS-JUEL, Johansson. (12.04)	16-4	5/6, G 1.1.	B-G	153 123	Sds	73	Faaborg O.99	R. Dyreborg	C-Ht;ch.m.frg;sfb;SS. 88;(sal);SS.95;p.P.95; car.7.04;rp.07.	28.4 93-3	6.7 22-0	3.29 10-10	.....	Smögen	C. A. Haller	Stkh. 7.07			
.	83	NIKIFOROS-G-AMBAPOU- LOS, Lira. (4.03)	12-3	—	—	Bq 1 P-B	380	Gre	90	Syra O.03	P-Ml;ch.m-fr;SS. 98;d.ft.m.2.98;rp.03	39.50 129-7	9.00 29-6	6.20 20-4	.....	Samos	Adelphi Lira	Cnst.03 c.v.03			
✠	84	NIKOLAI, Welinsky. (6.00) 97-00	10	3/3, P 1.1.	Glt	129 126	Rss	00	Paulshafen O.05	A. Andersen	C-P;ch.fr;sfb;car. 4.05.	23.00 75-6	6.71 22-0	3.14 10-4	.....	Paulshafen	Eosol & Welinsky	Lib. 4.05			
✠	85	NIL-DESPERANDUM, Govers (12.93)	I	—	—	Bq 1 P-B	1224 1165 1083	Alm	89	Amsterdam V.93	F. F. Groen	A-F;2 comp; p.PP; car.4.95.	58.1 190-9	11.0 36-1	6.65 21-10	.....	Emden	Hemmes & Stadlander	Btv. 96		
.	86	NINET-HOUDA, Corayanni. (4.06)	12-4	3/3, P 1.1.	Ctt	50	Tre	00	Anapli O.06		C;ch.fr.&frg;sfb; car.4.06.	18.00 59-1	4.30 14-1	2.50 8-2	.....	Constan- tinople	Athanasios. Georgiadis & Petro Tchaous- soglou	Cnst. 4.06			
✠	87	NIMROD, Abolin. 86-99	12-6	3/3, G 1.1.	G3m	421 278	Rss	90	Widrisch O.04	P. Krause	P-C, ch, frg; (sal); SS. 04; souff. ft. P. 8.04; rp-car. 10.05.	41.50 136-1	9.20 30-2	4.07 13-4	.....	Riga	P. Anderson (à Ruthern)	Card. 10.06			
✠	88	NINA (ex-Honolulu), Dario. 82-05 (8.04)	14-3	3/3, L 1.1.	3m 2 P-B	1511 1545 1440	Itl	82	St-John(N-B) O.04	J. Fraser	Sp-PP-B-C-Hk-P.ch. m-frg;(sal);SS.04;rp.04; d.ft.m.6.05.	67.40 221-2	12.63 41-4	7.39 24-3	65 1/2 71.0	Gênes	F.lli Bianchi di Sebastino	Gn. 6.05			
✠	89	NINA, Mörk, C. G. (8.02)	12	3/3, G 1.1.	Glt	113 97 103	Sds	02	Sjötorp S. Groth	P-C.ch.frg;sfb; (sal).	24.52 80-6	6.36 20-10	2.69 8-11	.....	Kopstadsö	Capt	Stt 4.05				
.	90	NINETTA, Mellini. (10.05)	13-4	5/6, P 1.1.	Ctt	40 38	Itl	75	Viareggio O.05		C-P;ch.m-frg;sfb; grp-car.SS.10.05.	18.00 59-1	5.30 17-5	2.22 7-4	.....	Portofer- raio	G. B. Giannello (à Rio-Marina)	Lvn. 10.05			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	91	NINITA (ex-Louisa), <i>Percira</i> . 90-99(10.02)	12-4	—	—	G3m	290	Br	>6	86	Sestri- Ponente	C-PP-MJ;ch.m-frg; rp.SS.02;d.ft-m.11.02.	34.70 113-11	8.00 26-3	3.75 12-4	.....	Rio-Gran- de-do-Sul	Alb. José da Cunha	Lis.b.02
+	92	NIXE, <i>Lange</i> . (11.91)	I	—	—	3 m 2 P-B	<sup>1685</sup> 1558 1549	Alm	87	V.91	Vege sack <i>Bremer Schiffs- bau Gesellschaft</i>	A; 2 comp; 2 p.S; car.12.93.	69.5 228-0	11.9 39-0	7.32 24-0	.....	Bremen	Rhederei Vi- surgis A. G.	N-C.93
+	93	NIXE (ex-Johann), <i>Hessenius</i> . (7.06)	15-4	3/3, G	1.1.	Glt	<sup>136</sup> 112	Alm	84	O.06	Halte <i>H. Klasen</i>	C-Ht-PP;ch.m.frg;(sal) sfb;p.n.06;rp car.SS. 8.06.	26.80 88-0	5.93 19-5	3.03 10-0	.....	Bremen	M. Frohböse	Wes. 8.06
+	94	NJAAL, <i>Hansen</i> . (10.81)	14	—	—	Bq 1 P-B	<sup>586</sup> 540 515	Nrw	81	O.89	Soon <i>C. Abrahamsen</i>	P-C-PP.ch.m-frg;(sal); p.P;d.ft-m.10.89.	12.5 439-6	9.6 31-6	5.27 17-4	.....	Farsund	G. J. Jensen & Co	Mrs. 89
+	95	NJORD, <i>Backe</i> . (2.05)	16-5	5/6, G	1.1.	Glt	<sup>147</sup> 128	Sds	73	O.05	Svendborg <i>J. R. Andersen</i>	C-Ht.ch.frg;sfb;(sal);p. P.SS;SS.99;car.2.03; rp.07.	28.6 93-10	6.5 21-4	3.06 10-0	.....	Råå	S. Göranson	Hlsb. 4.07
	96	NOACH-VI, <i>Andersson</i> (9.03)	13-4	—	—	Bq 2 P	<sup>1394</sup> 1260	Sds	79	O.03	Slikkerveer <i>A. Smil</i>	C-PP-Fer.ch.cv-frg; grp.89;(sal);d.ft-m. 8.03;rp.SS.03.	58.5 192-0	11.8 38-9	7.72 25-4	.....	Kongs- backa	A. Swahn	Psc. 9.06
+	97	NOAH, <i>Poulsen</i> . (3.03) 00 - 03	16	3/3, G	1.1.	G3m	<sup>195</sup> 170 184	Dan	03		Troense <i>Z. T. Jacobsen</i>	C-Ht;ch.frg;(sal); sfb.	32.71 107-4	7.91 25-11	3.42 11-3	.....	Svendborg	Z. T. Jacobsen	Svdb. 5.05
+	98	NOAH, <i>Christensen</i> . (3.93) 93 - 06	16	3/3, G	1.1.	Glt	<sup>106</sup> 90 100	Dan	93	O.01	Faaborg <i>R. Möller</i>	C-Ht.ch.frg;sfb; (sal);car.3.01.	25.50 83-8	6.10 20-0	2.92 9-8	.....	Marstal	Capt	Svdb. 3.07 c.v.3.07
	99	NOAS, <i>Sahlit</i> . (9.06) 02 - 07	9-4	5/6, G	1.1.	G3m	<sup>351</sup> 318	Rss	88	O.07	Adiamünde <i>P. Krause</i>	P-C.ch.fr;(sal);sfb; p.P;rp-car.SS.6.07	39.3 129-0	8.6 28-3	4.10 13-5	.....	Riga	J. Ehkis (à Adiamünde)	Riga 6.07
	100	NOAS, <i>Jahnberg</i> . (7.06) 91 - 06	9-2	3/3, G	1.1.	G3m	<sup>294</sup> 268	Rss	92	O.06	Kalleten <i>M. Morgenstern</i>	P-C.ch.fr;sfb;(sal); car.SS.8.06;rp.06	34.60 113-6	7.85 25-9	4.07 13-4	.....	Riga	J. Bertling & J. Stahl	Riga 8.06
	101	NOEL (ex-Mabel-Kenniston), <i>Iriart</i> . (4.06)	13-3	3/3, G	1.1.	Glt	<sup>83</sup> 64	Frç	85	O.06	Bath (Me) <i>Gautier fils</i>	C-PP-Pch.cv.m-frg (sal);sfb;car.3.06.	27.21 89-4	6.80 22-4	2.72 8-11	.....	St-Pierre- Miquelon	M <sup>ce</sup> Lefèvre & Co	St-P 3.06
+	102	NOËLLA, <i>Baslé</i> . — - 03	15	3/3, L	1.1.	3m B-G	<sup>306</sup> 245	Frç	03		St-Malo <i>Gautier fils</i>	C-Or;ch.m-frg; d.m.9.03.	37.07 121-8	8.38 27-6	4.01 13-2	.....	St-Malo	J. M. Perri- gault	St-M. 3.06
+	103	NOËMI, <i>Schaeffer</i> . (7.07) P.C. 6-85 (7.07) 02 - 05	I	3/3, L	1.1.	Bq 1 P+Sp	<sup>2192</sup> 1998	Frç	99	V.07	St-Nazaire <i>Chant.de la Loire</i>	A; 2 comp; D.17m; R. R.3m35; R.N.12m65; G.11m00;rp.06;car.1.07.	83.97 275-6	12.31 40-5	6.89 22-7	58 61	St-Nazaire	Sté Générale d'Armement	Bif. 7.07
+	104	NONNA-ADELE (ex-Odabella), <i>Adam</i> . (5.05)	15-4	3/3, G	1.1.	B-G 1 P-B	<sup>153</sup> 184	Ang	82	O.05	Savona	C-Ht;ch.m-frg;d.ft-m. 3.05;p.n.05;SS.06;rp.07.	30.02 98-6	6.63 21-7	3.25 10-8	.....	Port-Louis (Mauritius)	H. G. Ducray	Maur. 6.07 c.v.6.07
	105	NOOIT-GEDACHT (ex-Grletje), <i>Koerts, K.</i> (11.05)	I	3/3, P	1.1.	Tk dv	<sup>70</sup> 66 59	P-B	97	V.05	Hoogezand <i>W. Bodewes Wz.</i>	A-F; 2 comp;fd-plt G-E;p.P;car.3.07.	22.79 74-7	4.91 16-1	1.87 6-1	.....	Delfzijl	Capt	Gng. 3.07

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

# NOR

Surveillance spée.	NAVIRES & CAPITAINES		CLASSIFICATION			TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILLAGE — REPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																
	DATE DU TERME																
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
• 106	NOOIT-VOLMAAKT, de Jong, J. (11.05)	I	3/3, P.1.1.		Tkdv 1m bsc	89 77	P-B	05	Stadskanaal W. Mulder	A-F; 2 comp; G.F. R. 3m90;rp-car.11.05.	25.10 82-4	5.00 16-5	2.14 7-0	.....	Groningen	Capt	Eng. 11.05
✠ 107	NOORDZEE, Buisman, J. (11.05)	I	3/3, G.1.1. A.&C.P.		Kff av 2m bsc	136 108 121	P-B	05	Noordharn Gebr. Bark- meijer	A; 2 comp. 1/2 D. 2m70; R. 5m; 1 p. A.	29.04 95-4	6.23 20-5	2.58 8-6	.....	Groningen	Capt	Eng. 11.05
✠ 108	NORA (ex-Hedwig-Eleonora), Olsen. (12.96)	11-3	—	—	G3m 1P-B	210 199 200	Nrw	74 O.96	Wenersborg S. Ohlsson	S-C.ch.m-frg;p.S; sfb;car.SS.12.96.	30.4 99-9	6.7 22-0	4.00 1-32	.....	Sarpsborg	O. Olsen Yven	Chr 96
• 109	NORA, Likavé. (10.00) (3/3, P. 1.1.)	8	...	..	Glt	144 128	Rss	00	Palm D. Reum	P;ch.fr;sfb.	27.73 91-0	7.57 24-10	3.10 10-2	.....	Revel	Daniel Reum	Ptb. 00
✠ 110	NORA-WIGGINS, Ellis.(1.06)	13-3	3/3, A.1.1.		Bq 2 P	558 470 528	Ang	88 O.06	Jordan-River (N-S) R. W. Freeman	Sp-B-Ht-C.ch.m-frg; (sal);d.ft-m.7.00;SS.00; rp.06.	43.6 143-0	10.1 33-0	3.99 13-1	40 1/2 43 1/2	Yarmouth (N-S)	Benj. Davis	N-S. 7.06
✠ 111	NORD, Begaud. (1.90)	I	—	—	4 m 2 P	3113 2605	Frç	90	Glasgow Bar- clay, Curle & Co	A; 5 comp; P. 10°97; R. R. 6°70; RA. 9°75; G. 10°97; W3. DF. 8.45 t; cale 1114 t; 2 p. A; rp. 90; car. 6.92.	96.1 315-0	14.10 46-3	7.26 23-10	=====	Dunkerque	A.D. Bordes & fils (à Paris)	Dk. 92
✠ 112	NORDBON, Zetterman.(4.06)	10-3	5/6,* G.2.1.		Glt	223 190	Sds	72 O.06	Hernösand	P;ch.m-fr;(sal);sfb; rp-car.4.66.	33.30 109-3	7.93 26-0	3.56 11-8	.....	Ostham- mar	M. Lundqvist	Gfl. 4.06
• 113	NORDCAP, Owschimicoff. (7.03)	8-3	—	—	Glt	87 83	Rss	88 O.88	Kem	P;ch.fr;sfb;car. 7.03.	22.00 72-2	6.35 20-10	2.90 9-6	.....	Archangel	M. J. Antonoff	Ptb. 03
✠ 114	NORDEN, Andreasen. (7.07) 03 - 07	16	3/3, G.1.1.		3mG	247 218 284	Dan	07	Troense Z.T. Jacobsen	C-Ht;ch.m-frg; (sal);sfb;p.P.	36.35 119-4	8.60 28-2	3.70 12-2	.....	Svendborg	R. S. Hansen	Svrb. 7.07
✠ 115	NORDEN, Rasmussen. (11.06)	16-1	3/3, G.1.1.		G3m	289 219 234	Dan	83 O.06	Marstal H. J. Bager	C-Ht. ch. frg. sfb; (sal);rp.SS.02;car.10.05.	34.4 113-0	7.6 25-0	3.86 12-8	.....	Marstal	Agent Petersen	Klm. 11.06
✠ 116	NORDEN, Lyster. (3.01) (3/3, P.1.1.)	13	...	..	Glt	49 40	Dan	01	Halmstad V. Frandsen	C-P;ch.fr;g;sfb; (sal).	21.34 70-0	5.23 17-2	2.17 7-2	.....	Allinge	C. Nielsen	Got. 01
• 117	NORDEN, Lundberg. (9.02) 87 - 92	7-2	—	—	Bq 1 P-B	574	Rss	92 O.98	Geta J.H. Hendriksson	S-P;ch.fr;(sal);sfb; SS.11.98;rp-car.9.02	43.58 143-0	9.14 30-0	5.30 17-5	.....	Geta (Åland)	K. J. Dahl- ström	Card 02
✠ 118	NORDEN, Hemberg. (8.02) (5/6, A.1.1.)	14-6	...	..	Bq 1 P-B	482 413 443	Sds	77 O.02	Sikeå O. P. Aberg	P-C.ch.m-frg;p.S; (sal); rp.SS.02;d.ft-m.8.02.	41.4 136-0	8.3 27-3	5.00 16-5	.....	Malmö	R. Palm	Mlm. 02
• 119	NORDEN, Andersson. (6.95)	9-4	—	—	Bq	380 324 324	Sds	76 O.95	Hernösand J.A. Strandberg	P.ch.m-fr.p.8;rp.SS. 95;souff.pr.d.ft-m.6.95.	39.5 129-7	8.3 27-3	3.90 11-10	.....	Strömstad	A. Pejlit	Hrns 97
✠ 120	NORDENSKJÖLD (ex-Profes- sor-Nordenskjöld), Heddelin. (4.05)	13-4	5/6, A.1.1.		G3m 1 P-B	422 398	Sds	76 O.05	Stavanger C. Knudsen	P-PP-C.ch.m-frg;(sal); rp.SS.05;d.ft-m.4.05.	42.10 138-0	7.90 26-0	4.77 15-8	.....	Halmstad	G. Holm	Got. 10.05

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS		CLASSIFICATION			RIG	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY														
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER																												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
2	3	4	5	6	7	8	9	10	11	12	3	14	15	16	17	18	19															
✠	121	NORDLYSET, <i>Nielsen, T. F.</i> — 94 (7.94)	16	—	—	Gls	52 42 49	Dan	94 O.02	Rødvig <i>F.F.Nielsen</i>	C-Ht.ch.frg;sfb; (sal);p.P;rp-car.12.94	19.43 63-9	5.65 18-6	1.98 6-6	.....	Rødvig	Capt	Cph. 4.07 c.v.02														
✠	122	NORDSTERN, <i>Wilters, W. O.</i> 63-71 (7.04)	14-3	—	—	Glt	71 66	Alm	71 O.04	Varel <i>Ch. Schwoon</i>	C-Ht;ch.fr;sfb;p.n. 00;rp-car.SS.04.	22.1 72-4	5.4 17-9	2.63 8-8	.....	Varel	Capt	Wes.04														
	123	NORDSTJERNAN ( <i>ex-Proteus</i> ), ..... (11.96)	12-4	—	—	Bq 2 P	697 662 620	Sds	67 O.96	Bcksport (Me) <i>Wm H. Ginn</i>	C-Hk-B-Ht-Er-PP.ch. m-fr;p.P;SS.76;(sal); grp.81;rp.92;d.ft-m. 11.96	44.0 144-4	10.1 33-0	5.94 19-6	.....	Brantevik	O. M. Holm	Mrs. 99														
✠	124	NORDSTJERNAN, <i>Arvidsson.</i> (3.04)	11-6	5/6, G	1.1.	G3m	228 194	Sds	70 O.04	Gefle <i>O. A. Brodin</i>	P-C.ch.m.sfb;grp- car.SS.3.04.	33.0 108-3	7.7 25-3	3.76 12-4	.....	Fiske- bäckskill	A. Olsson	Got. 3.06 c.v. 3.06														
✠	125	NORDSTJERNAN, <i>Svensson.</i> (5.99) (3/3, P. 1.1.)	14	...	...	Glt	55 40	Sds	99	Pukavik <i>C. Johansson</i>	C-P;ch.frg;(sal); sfb.	21.20 69-7	5.96 19-7	2.11 6-11	.....	Djupekås	N. Svensson	Crh 04 c.v.04														
✠	126	NORDSTJERNEN ( <i>ex-Teresa</i> ), P.C. 7-100 <i>Isachsen.</i> (9.03)	16-7	3/3, L	1.1.	3 m 2 P-B	1744 1635 1625	Nrw	88 O.03	Geestmünde <i>R. C. Rickmers</i>	C-Ht-PP;ch.m-frg; (sal);SS.03;d.ft-m. 2.06;rp.06.	73.00 239-6	12.00 39-5	8.08 26-6	.....	Porsgrund	P. Jacobsen	Syd. 3.07 c.v. 3.07														
✠	127	NORMA ( <i>ex-Bjør</i> ), <i>Christensen</i> 07-07 (1.99)	13	3/3, G	1.1.	3m G	383 353 345	Dan	99 O.07	Arendal <i>A. H. Friis</i>	P-PP-C;ch.m-frg; (sal);sfb;rp-car.4.07.	42.23 138-7	8.59 28-2	3.83 12-7	.....	Marstal	H. Marius Petersen	Chr 4.07														
✠	128	NORMA, <i>Lematre.</i> (2.05)	16-4	5/6, G	1.1.	Glt	130 107	Frç	69 O.05	Dunkerque <i>Van Cauwen- berghe</i>	C-Or;ch.ev.frg.sfb;p. n.04;SS.36;rp.91;car. 3.07.	26.5 87-0	6.3 20-8	3.54 11-8	.....	Dunkerque	Van Cauwen- berghe-Lemaire	Dk. 3.07														
✠	129	NORMANDE, <i>Paisnel.</i> (12.03)	13	3/3, G	1.1.	Glt	143 99	Frç	03	Nantes <i>Alleau</i>	C-Or;ch.frg;sfb.	30.33 99-6	6.65 21-10	3.09 10-2	.....	Granville	A. Jacquet & Paisnel	Bx 8.06														
	130	NORMANDE ( <i>ex-Hélène</i> ), <i>Bau- doudard.</i> (2.01)	11-9	3/3, G	1.1.	Glt	90 59	Frç	98	Sable-River (N-S)	Sp-B-Ht-P;ch.m-frg; (sal);sfb;car.12.02;rp. 04.	253.2 83-1	6.87 22-6	2.80 9-2	.....	St-Pierre- Miquelon	E. Bidet & Co	St-P.04 c.v.04														
✠	131	NORMANDIE, <i>Prado.</i> (6.03) 03-05	16-7	3/3, L	1.1.	Bq 2 P-S	728 665	Frç	85 O.03	Honfleur <i>Letiels</i>	C-Or-PP.ch.m-frg;(sal); spard;d.ft-m.5.07;rp. 07.rp.SS.00.	46.8 153-7	9.1 29-11	5.91 19-4	.....	Le Havre	H. Augerainé & Co	Hv. 5.07														
✠	132	NORMANDY, <i>Chase.</i> (7.04)	14-6	5/6, A	1.1.	Bq 2 P	1209 1098	Amr	77 O.04	Damariscotta <i>Clark &amp; Curtis</i>	C-PP.ch.m-fr.(sal); d.ft-m.7.04;SS.04.	57.3 188-0	11.6 38-0	7.32 24 0	.....	Portland (Me)	J. M. Mus- grove	N-Y.04														
	133	NORRÖPING ( <i>ex-Rannymède</i> ), <i>Hemberg.</i> (9.05)	I	3/3, L	1.1.	Bq 1 P-B	725 670	Sds	69 V.05	Sunderland	F; 2 comp; p.P; rp-car.9.06.	59.60 195-7	9.20 30-2	5.45 17-10	.....	Norrkö- ping	C. M. Bodén	Got. 9.06														
✠	134	NORWOOD, <i>Howe.</i> (10.06)	12-3	3/3, A	1.1.	3m 2 P	1718 1597 1549	Ang	91 O.06	Maitland (N-S) <i>A. Roy</i>	B-Sp-C-PP.ch.m-frg; (sal);d.ft-m.10.06;rp. SS.06.	71.70 235-3	12.97 42-7	7.32 24-0	62 67	Maitland (N-S)	Alex. Roy	8st 10.06														
✠	135	NOTRE-DAME-D'ARVOR, P.C. 6-85 (7.06) <i>Jouteau.</i> (6.06)	I	3/3, L	1.1.	Bq 2 P-II	2646 232	Frç	02 V.06	Nantes <i>Chantiers de la Loire</i>	A;2 comp;hurricaned; R.7m00;car.7.07.	84.38 276 9	12.29 40-4	6.87 22-6	36 1/2 39 1/2	Nantes	Cie de Naviga- tion Française	N-C. 7.07														

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Surveillance spec.	NAVIRES & CAPITAINES		CLASSIFICATION			GRÉMENT NOMBRE DE POINTS	TONNAGE		PAVILON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CAÏE	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE	Brut Net — Sous le pont		DOUBLAGE — RÉPARATIONS													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	136	NOTRE-DAME-DE-BON-SE- COURS, <i>Mahebeze</i> . (1.96) 92 - 05	43	3/3, G 1.1.	Dy	51 60	Frç	95	Nantes	C;ch.frg.sfb;car. 3.03;rp.06.	22.24 73-0	6.43 21-1	2.57 8-6	.....	Concarneau	S. Billette de Villeroche	Brst 4.07 c.v. 4.07			
.	137	NOTRE-DAME-DE-BON-SE- COURS, <i>Durand</i> . (6.97)	10-3	—	—	Lç	36 25	Frç	82	Gravelines	C-Or;ch.frg.sfb; car.96;rp.87.	14.63 48-1	4.86 15-11	1.93 6-4	.....	Gravelines	Durand	Dk. 97		
✠	138	NOTRE-DAME-DE-BONNE- NOUVELLE, <i>Hanès</i> . (8.03) 06 - 07	43	3/3, G 1.1.	Glt	166 129	Frç	03	Kerity	C-Or-Ht;ch.frg.sfb; rp.07.	31.38 103-0	7.48 24-7	3.66 12-0	.....	Paimpol	Ve Duval du Chesnay	Pmp. 10.07 c.v. 10.07			
✠	139	NOTRE-DAME-DE-BONNE- NOUVELLE, <i>Briant</i> . (2.00) 05 - 05	43	3/3, G 1.1.	Kt	78 61	Frç	00	Binic	C-Or;ch.frg.sfb;rp 06;car.6.07.	21.32 69-11	6.55 21-6	2.84 9-4	.....	Lannion	Fr. Briant (Trebeurden)	8-l. 2.07			
✠	140	NOTRE-DAME-DE-FRANCE, <i>Pruneau</i> . (10.99)	43	3/3, G 1.1.	Dy	85 66	Frç	99	Sables d'Olonne	C-Or;ch.frg.sfb;rp- car.10.06.	23.27 76-4	6.20 20-4	2.87 9-5	.....	Sables d'Olonne	A. Dreillard	8-l. 10.06			
✠	141	NOTRE-DAME-DE-LA-GARDE, <i>Ferrand</i> . (6.03)	44	3/3, G 1.1.	Dy	166 131	Frç	03	Fécamp	C-Or;ch.frg.sfb.	26.00 85-4	7.68 25-2	3.50 11-6	.....	Fécamp	J. Bajard & V <sup>ve</sup> F. Bénard	Fcp 6.07			
✠	142	NOTRE-DAME-DE-LA-GARDE, <i>Poilepé</i> . (1.93)	43	3/3, G 1.1.	Glt	145 113	Frç	93	St-Malo	C-Or;ch.m.frg.sfb; rp.00;car.8.00.	28.72 94-3	7.10 23-4	3.50 11-6	.....	St Seryan	Vve O. Lechartier (St-Pierre- Miquelon)	St-M. 2.06 c.v. 2.06			
✠	143	NOTRE-DAME-DE-LOURDES, <i>Gilles</i> . (1.00) (3/3, L 1.1.)	43	...	...	3mG 1P-B	399 319	Frç	00	LaRichardais	C-Or;ch.m.frg;d. m.00;rp.01.	43.36 142-3	9.17 30-1	4.39 14-5	.....	Fécamp	A. Joly	Gbt. 01		
✠	144	NOTRE-DAME-DE-LOURDES, <i>Julien</i> . (4.04)	44	3/3, G 1.1.	Dy	190 147	Frç	04	Fécamp	C-Or;ch.m.frg.sfb.	30.61 100-5	8.40 27-7	3.58 11-9	.....	Fécamp	J. Lhommet & Gendre	Fcp 6.07			
.	145	NOTRE-DAME-DE-LOURDES, <i>Le Goff</i> . (4.04) 05 - 06	42-4	3/3, G 1.1.	Dy	94 74	Frç	85	Fécamp	C-Or;ch.frg.sfb; (sal);rp-car.4.04.	23.82 76 6	6.39 21-0	3.10 10-2	.....	Lannion	Yves Bivic (Ile Grande)	8lg. 4.06			
.	146	NOTRE-DAME-DE-LOURDES, <i>Le Beau</i> . (2.01)	40-4	—	—	Dy	70 52	Frç	82	Boulogne	C-Or;ch.frg.sfb;p.n.92; grp.92;car.6.03;rp.03.	21.18 69-6	6.26 20-6	2.74 9-1	.....	Dunkerque	G. Cornemuse	Ghb. 2.05		
✠	147	NOTRE-DAME-DE-TOUTES- AIDES, <i>Hervé</i> . (1.03) 93 - 07	43	3/3, L 1.1.	3m B G 1P-B	487 117	Frç	03	St-Malo	C-Or-Ht;ch.m.frg; d.m.1.03.	44.44 146-10	9.20 30-2	4.18 13 9	.....	St-Malo	Gantier & Ménage (à Nantes)	Hv. 7.07 c.v. 7.07			
.	148	NOTRE-DAME-DE-TRÉZIEN, <i>Nedellec</i> . (6.94)	42	—	—	Slp	26 20	Frç	91	Paimpol	C-Or-S;ch.frg.sfb; S-A;p.S;rp.97.	14.02 46-0	5.12 16-10	2.07 6-10	.....	Le Conquet	Nedellec	Rsc. 97 c.v. 97		
✠	149	NOTRE-DAME-DES-DUNES, <i>Handtschoewercker</i> . (2.02)	46-6	3/3, G 1.1.	Glt	127 107	Frç	86	Dunkerque	C-Or;ch.ev.frg;(sal);sfb 3p.n.90;car.11.02;SS.01.	28.30 93-0	7.00 23-0	3.33 10-11	.....	Dunkerque	Deck-Vana- rien	Dk. 1.05 c.v. 1.05			
.	150	NOTRE-DAME-DES-FLOTS (ex- Lord-Salisbury), <i>Lointier</i> . (8.07)	42-3	3/3, G 1.1.	Kt	96 71	Frç	85	Hull	C-Or;ch.m;grp-car. 3.04.	24 53 80-6	6.48 21-3	3.13 10-3	.....	Granville	Capt	L-R. 8.07 c.v. 8.07			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY ROILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3																
						4													
7	8	9	10	11	12	13	14	15	16	17	18	19							
✠	151	NOUVELLE-DIANE, Thibaud. (7.06)	13-4	5/6, P	1.1.	Glt	64 55	Frç	78 O.06	Nantes <i>Alleau &amp; Aubert</i>	C.ch.frg;sfb;rp.99; SS.96;car.7.06.	20.7 68-0	5.7 18-8	2.53 8-4	.....	Ars-en-Ré	Ramigeard	L-R 7.	
.	152	NOUVELLE-FRANCE, ..... <i>Moteur aux.</i> (10.99)	I	—	—	Glt	16	Frç	99	Hamburg <i>Schmutzler &amp; Buthe</i>	A;2 comp; hél.aux.	12.50 41-0	3.50 11-6	1.50 4-11	.....	Bata	Sté d'Explora- tions coloniales	Hbg 99	
✠	153	NOVA-SCOTIA, Halvorsen. (12.97)	12-3	—	—	Bq 1 P-B	1070 988 981	Nrw	77 O.97	Scot's-Bay (N-S)	B-Sp-C-PP.ch.m-fr; (sal);SS.94 d.ft-m. 10.98;rp.97.	54.56 179-0	11.60 38-1	6.81 22-4	.....	Fredrik- stad	Chr. Ellefsen	Card98	
.	154	NUCCI (ex-Ettore), Bertacca. (4.04)	13-3	—	—	Clt	65	Itl	74 O.04	Limite	C-P;ch.frg;sfb;grp. 96;rp.04;car.11.06	21.72 71-3	6.25 20-6	2.74 9-0	.....	Livourne	P. Nucci (à Viareggio)	Lvn. 11.06	
.	155	NUEVO-CORAZON, Oliver. (8.02)	12-3	—	—	Glt	116 110	Esp	85 O.02	Palma <i>Matcu</i>	C-PP;ch.m-frg;d. m.7.02;rp.SS.02.	28.30 92-10	7.00 23-0	2.69 8-11	.....	Palma (Majorque)	A. Arbona (à Soller)	Brc. 04	
.	156	NUEVO-VIGILANTE, Curell. (12.93)	12-3	—	—	Bk	199 191	Esp	66 O.94	Palamos	C-Ml-Bois dur;ch.ev- m.grp.SS.94;d.ml.94.	28.5 93-6	7.3 24-0	3.64 11-11	.....	Majorque	Bosch y Valent	Brc. 94	
✠	157	NUHIVA, Fuedner. (3.00) (3/3, G.1.1.)	14	...	...	Glt	56 50	Frç	00	Benicia <i>M. Turner</i>	P;ch.m-frg;(sal); sfb.	22.56 74-0	6.10 20-0	2.13 7-0	.....	Papeete (Tahiti)	Société Commer- ciale de l'Océanie	S-F. 00	
✠	158	NUMBER-1, Wadman.(4.93)	12	—	—	Glt Barge	449 439 370	Ang	93	St-John(N-B) <i>E.M'Gueggin</i>	Sp-B-C;ch.frg.sfb; (sal);p.Sp.	44.90 147-4	10.74 35-3	3.05 10-0	.....	Parrsboro' (N-S)	Cumberland Railway&CoalCo (à Montreal)	St-J.93	
✠	159	NUMBER-2, Salter. (5.93)	12	—	—	Glt Barge	443 433 362	Ang	93	Black River(N-B) <i>J.&amp;R.M'Leod</i>	Sp-B-C;ch.frg.sfb; (sal);p.Sp.	44.55 146-2	10.74 35-3	3.05 10-0	.....	Parrsboro' (N-S)	Cumberland Railway&CoalCo (à Montreal)	St-J.93	
✠	160	NUMBER-3, Wadman. (5.93)	12	—	—	Glt Barge	439 431 358	Ang	93	Gardners Creek (N-B) <i>A.Sinclair &amp; Co</i>	Sp-B-C;ch.frg.sfb; (sal);p.Sp;rp-car.5.94.	44.73 146-9	10.74 35-3	3.05 10-0	.....	Parrsboro' (N-S)	Cumberland Railway&CoalCo (à Montreal)	St-J.94	
✠	161	NUMBER-4, ..... (6.93)	12	—	—	Glt Barge	447 439 357	Ang	93	St Martins (N-B) <i>R.Carson</i>	Sp-B-C;ch.frg.sfb; (sal);p.Sp;rp.94.	44.76 146-10	10.76 35-4	3.05 10-0	.....	Parrsboro' (N-S)	Cumberland Railway&CoalCo (à Montreal)	St-J.94	
✠	162	NUMBER-5, Warnock. (10.93)	12	—	—	Glt Barge	448 443 372	Ang	93	Black River(N-B) <i>J. &amp; R. M'Leod</i>	Sp-B-C;ch.frg;(sal) sfb;p.Sp.	44.65 146-6	9.57 31-5	3.18 10-5	.....	Parrsboro' (N-S)	Cumberland Railway&CoalCo (à Montreal)	St-J.93	
✠	163	N°-2-S.-V.-L., ..... (2.07) Chaland.	13	3/3, R	1.1	Chal	198 161	Itl	07	Capodistria <i>G. Girotti</i>	C-PP;ch.m-frg;d. ft-m.1.07.	29.40 96-6	8.10 26-7	2.90 9-6	.....	Venise	Sta Veneta di Navig. à Vapore Lagunare	1rst 2.07	
✠	164	N°-3-S.-V.-L., ..... (7.07) Chaland.	13	3/3, R	1.1	Chal	191 176	Itl	07	Muggia <i>B. Bertotti</i>	C-PP;ch.m-frg;d. ft-m.6.07.	29.46 96-8	8.00 26-3	2.87 9-5	.....	Venise	Sta Veneta di Navig. à Vapore Lagunare	1rst 7.07	
✠	165	N°-4-S.-V.-L., ..... (9.07) Chaland.	13	3/3, R	1.1	Chal	190 165	Itl	07	Muggia <i>B. Bertotti</i>	C-PP;ch.m-frg;d. ft-m.9.07.	30.04 98-7	8.10 26-7	2.80 9-2	.....	Venise	Sta Veneta di Navig. à Vapore Lagunare	1rst 9.07	

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules

1-Surveillance spéc.	NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX		LONGUEUR EN METRES EN PIEDS ET POUCES	LARGEUR EN METRES EN PIEDS ET POUCES	CREUX DE CALE EN METRES EN PIEDS ET POUCES	BLANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE					
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE			Brut — Net — Sous le pont				11	DOUBLAGE — RÉPARATIONS		12												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL			4	5																	6				
	DATE DU TERME																									
2	3					7	8	9	10					13	14	15	16	17	18	19						
✠	166	NUMÉRO-32, . . . . . (2.02) Chaland à clapets.	I	—	—	—	170	Alm	01	Haarlem Werf Conrad	A; 12 comp; p.A.	34.00 111-7	6.20 20-4	3.00 9-10	.....	Düsseldorf	Geb. Goel- hart	Am. 02								
✠	167	NUMÉRO-33, . . . . . (2.02) Chaland à clapets.	I	—	—	—	170	Alm	01	Haarlem Werf Conrad	A; 12 comp; p.A.	34.00 111-7	6.20 20-4	3.00 9-10	.....	Düsseldorf	Geb. Goed- hart	Am. 02								
✠	168	NUMÉRO-34, . . . . . (2.02) Chaland à clapets.	I	—	—	—	170	Alm	01	Haarlem Werf Conrad	A; 12 comp; p.A.	34.00 111-7	6.20 20-4	3.00 9-10	.....	Düsseldorf	Geb. Goed- hart	Am. 02								
✠	169	NUMÉRO-35, . . . . . (2.02) Chaland à clapets.	I	—	—	—	170	Alm	01	Haarlem Werf Conrad	A; 12 comp; p.A.	34.00 111-7	6.20 20-4	3.00 9-10	.....	Düsseldorf	Geb. Goed- hart	Am. 02								
✠	170	NUMÉRO-36, . . . . . (2.02) Chaland à clapets.	I	—	—	—	170	Alm	01	Haarlem Werf Conrad	A; 12 comp; p.A.	34.00 111-7	6.20 20-4	3.00 9-10	.....	Düsseldorf	Geb. Goed- hart	Am. 02								
✠	171	NUMÉRO-37, . . . . . (2.02) Chaland à clapets.	I	—	—	—	170	Alm	01	Haarlem Werf Conrad	A; 12 comp; p.A.	34.00 111-7	6.20 20-4	3.00 9-10	.....	Düsseldorf	Geb. Goed- hart	Am. 02								
✠	172	NUNZIA, <i>Ghiselli</i> . (4.07)	12-1	3/3, G	1.1.	Glt	85	Itl	85 O.05	Limite <i>Pichiotti frères</i>	C-Ml.ch.frg.d.ft-m. 5.01;rp.SS.01.	21.5 70-6	6.1 20-0	2.80 9-2	.....	Livourne	F. Benigno (Viareggio)	Lvn. 9.07 c.v. 9.07								
.	173	NUOVA-ENRICHETTA, <i>Irrera, G.</i> (12.05)	12-2	3/3, M	1.1.	B-G	78	Itl	87 O.04	Savone	C;ch.m-frg;d.m. 9.99.	20.7 67-11	6.1 20-0	2.50 8-3	.....	Messine	D. Mondello	Npl. 1.07 c.v. 04								
.	174	NUOVA-GIOVANNINA, <i>Sodini</i> . (3.06)	12-4	5/6, P	1.1.	Glt	67	Itl	84 O.06	Livourne <i>A. Conti</i>	C-Ml.ch.frg;p.P; sf;SS.97;rp-car.9.06.	20.7 67-11	6.1 20-0	2.50 8-3	.....	Castellamare de Stabia	G. Rispoli	Lvn. 9.06								
.	175	NUOVA-GIUSEPPINA, <i>Aste</i> . (6.07)	13-4	3/3, P	1.1.	Ctt	33	Itl	93 O.07	Viareggio	C-P;ch.m-frg;sf; rp-car.9.07.	19.45 63-10	5.25 17-3	2.15 7-1	.....	Livourne	G. Boggio	Lvn. 9.07								
.	176	NUOVA-MARIA, <i>Martinelli</i> . (6.05)	13-2	—	—	Glt	96	Itl	91 O.05	Viareggio	C-P;ch.m-frg;l.ft- m.10.93.	26.75 87-9	6.90 22-8	3.15 10-4	.....	Livourne	Raff. Martinelli (à Viareggio)	Lvn. 11.06 c.v.11.06								
.	177	NUOVA-MARIA-CARMELA (ex- Concettina), <i>Geracà</i> . (2.07)	13-3	3/3, A	1.1.	G3m 1 P-B	511 469	Itl	84 O.07	Castellamare <i>B. Bonifacio</i>	C-P;ch.m-frg;SS. 02;d.ft-m.1.02.rp.07	45.50 149-4	9.10 29-10	5.78 19-0	.....	Catane	L. Geracà & C. Previtera	1st 4.07 c.v.4.07								
.	178	NUOVO-SEBASTIANO (ex-Loui- sa), <i>Munzone</i> . (2.04)	12-2	—	—	B-G 1 P-B	171	Itl	89 O.04	Syra	P-Ml;ch.m-frg;sf; rp-car.SS.2.04.	27.00 88-7	6.75 22-2	4.05 13-4	.....	Catane	Munzone & Minco	Npl. 04								

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	1	OAKLAND, <i>Andersson</i> . (4.03) (3/3, P. 1.1.)	13	...	.	Glt	—62 —48	Sds	03	Råå <i>E. Hoim</i>	C-Ht-P;ch.frg;sfb.	21.67 71-1	6.23 20-5	1.93 6-4	.....	Halmstad	C. A. Anders- son	Got. 03		
.	2	OCEAN, <i>Bourdic</i> . (11.06)	12-3	5/6, G	1.1.	Bk 1 P-B	—197 —152	Frç	75 O.06	St-Vaast	C-Or-P.ch.frg;(sal);sfb; SS.85;car.12.00;p.n.06; rp.06	30.5 100-0	7.2 23-8	3.80 12-6	.....	Vannes	Gust. Bour- dic	Grv. 11.06 c.v.11.06		
.	3	OCEAN, <i>Nielsen, K.</i> (12.06)	12-3	3/3, P	1.1.	Ctt	—55 —39	Nrw	86 O.06	Lowestoft	C-PP;ch.frg;sfb; car.4.05;rp.SS.12.06.	21.60 71-2	5.64 18-6	2.67 8-9	.....	Christians- sand	Capt	Chrd 12.06 c.v.12.06		
.	4	OCEAN, <i>Johansson</i> (7.04)	9	3/3, P	1.1.	Glo	—74 —72	Rss	04	Pargas <i>H. Söderblom</i>	P;ch.fr;(sal);sfb.	22.69 74-5	7.45 24-5	2.44 8-0	.....	Åbo	H. Söderblom	Åbo 04		
.	5	OCEAN-RANGER, <i>Davies</i> , <i>D. W.</i> (12.00)	14-4	—	—	G3m 1 P-B	—281 —225 —251	Ang	75 rc.01	Appledore	C-Or-Gr-T-PP;ch.m- frg;(sal);p.n.01;SS.01; d.ft-m.4.01;rp.03.	38.10 125-0	7.65 25-1	4.09 13-9	=====	Fowey	Capt	Flm.03 c.v.03		
.	6	OCEAN-SWELL, <i>Deacon</i> . (7.05)	14-5	5/6, G	1.1.	B-G	—194 —168	Ang	75 O.05	Fowey <i>Stevens</i>	C-Or-PP;ch.m.frg;(sal); p.n.86;d.ft-m.7.02;SS. 90;grp.05.	33.97 111-6	7.42 24-4	3.89 12-9	.....	Fowey	John Stephens (à Par)	Flm. 7.05 c.v.7.05		
.	7	OCEAN-WAVE, <i>Nielsen</i> . (8.07)	13-4	5/6, G	1.1.	Glt	—148 —107	Ang	70 O.07	Appledore <i>Cook</i>	C-T-Gr-Or-PP.ch.m- frg;(sal);sfb;SS.93;p.n. 02;rp.07;car.7.07.	30.38 99-8	6.61 21-8	3.71 12-2	24 1/2 27 1/2	Fowey	Wm C. Phillips (à St-Austell)	Flm. 9.07		
✠	8	OCEOLA (ex-König-Wilhelm-I), ..... (3.90)	14-6	—	—	G3m	—230 —209 —198	Nrw	69 O.90	Hamburg <i>E. Dreyer</i>	C-Ht-PP.ch.m-fr;(sal); p.P;d.ft-m.2.88;grp;SS; 90.	34.5 113-3	8.0 26-3	3.89 12-9	.....	Fredriks- hald	Joh. Spörek	Chrt90		
✠	9	OCTA (ex-Pampa, <i>Jensen</i> . (10.97)	16	3/3, P	1.1.	Glt	—69 —56 —61	Dan	97 O.06	Svendborg <i>A. Jensen</i>	C-Ht;ch.frg;(sal); sfb;car.2.06.	22.29 73-2	6.43 21-1	2.20 7-3	.....	Esbjerg	C. Breinholt	Svob. 2.06		
.	10	ODEN, voir aussi ODIN.																		
✠	11	ODEN, <i>Rasmussen</i> . (4.01) —-01	13-6	—	—	Glt	—192 —169	Sds	78 O.01	Oscarshamn <i>C. Thoren</i>	P-C.ch.m-frg;p.n.90; (sal);sfb;rp.SS.01;car. 4.04.	31.2 102-8	7.0 23-0	3.48 11-5	.....	Brantevik	J. Anderberg	Hby 6.07		
.	12	ODIN, voir aussi ODEN.																		
.	13	ODIN, <i>Arriens, P.</i> (12.05) 03 - 03	12-3	5/6, P	1.1.	Glo	—66 —48	Alm	77 O.06	Nübbel <i>H. Weber</i>	C-Ht.ch.fr;sfb;grp. SS.01;car.3.06.	17.7 58-1	4.8 15-9	2.34 7-8	.....	Rendsburg	Capt (à Locklindt)	Fish. 3.06		
✠	14	ODIN, <i>Andersen</i> . (3.06) 67 - 98	16-4	5/6, G	1.1.	Glt	—141 —124 —133	Dan	74 O.06	Thurø <i>P. Bom</i>	C-Ht.ch.frg;sfb;p.P. 94;rp.96;SS.00;car.5.03.	28.1 91-10	6.3 20-8	3.24 10-8	.....	Svendborg	C. E. Möller	Svob. 3.06		
✠	15	OFELIA, <i>Clausen</i> . (2.06) 04 - 06	16	3/3, G	1.1.	3m G	—77 —65 —73	Dan	06	Marstal <i>G. Clausen</i>	C-Ht;ch.frg;(sal); sfb.	24.45 80-3	6.31 20-8	2.35 7-9	.....	Marstal	N. Eriksen- Schmidt	Svob. 2.06		

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OLG

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GIREMENT NOYER DE PONT	— Brut — Net — Sous le pont	DOUBLAGE — RÉPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	16	OHIO, . . . . . (1.01)	11-4	—	—	B-G	863 325 806	Amr	82 O.01	Portland (N-B) A. Ruddoch	Sp-B-PP-Hk-C.ch.m- fr;(sal);sfb;rp.SS.97; car.8.99.	38.86 127-6	8.94 29-4	3.93 13-0	—	—	—	—	—	8st. 5.05 c.v.01
.	17	OIVA, Kala. (10.93)	8-3	—	—	Glt	69	Rss	92	Wirolahti K. Just	P;ch.frg;sfb.	21.75 71-4	6.40 21-0	2.36 7 9	—	Fredriks- hamn	J. R. Johans- son	Riga 93		
✠	18	OKEIA, Johnen. (10.06) 01-06	I	3/3, L	1.1.	Bq 1 P-B	723 666 689	Alm	79 V.06	Flensburg Flensb. Schiffsb. Gesellschaft	F;2comp;p.S;rp- car.10.06.	52.2 171-3	9.6 31-6	5.48 18-0	—	Hamburg	Eug. Cellier	Hbg 10.06		
✠	19	OLAF-PETERSEN, Alberisen. Moteur aux. 01-07 (8.07)	I	3/3, P	1.1.	G3m	71 58 66	Dan	07	Marstal Staaltekniskbyg- geri Marstal	A;hél; 3 comp;rp- car.9.07.	21.10 69-3	5.38 17-8	2.50 8-2	—	Marstal	H. M. Peter- sen	Rstk. 9.07		
✠	20	OLAUS, Berntsson, B. (4.92)	10-4	—	—	B-G 1 P-B	194 177 174	Sds	69 O.92	Norrsundet J. Rost	P.ch.frg;sfb;p.S;SS. 81;rp-car.4.92.	29.7 97-6	7.0 23-0	4.00 13-1	—	Gothem- bourg	Capt	Got. 92		
.	21	OLGA, Thamlitz, C. (4.93)	12	—	—	Gls	35 25	Alm	93 O.99	Anclam J. C. Peuss	C-Ht.ch.frg;sfb; rp-car.6.99.	15.63 51-4	5.16 17 0	2.02 6 8	—	Anclam	Capt (à Seedorf)	Strs.99		
.	22	OLGA, . . . . . (10.00)	11-3	—	—	Glt	308 293	Amr	81 re.95	Manitowoc	P;ch.frg;sfb;car. 10.00.	41.75 137-0	9.14 30-0	3.20 10-6	—	Chicago	W. H. Turner	Clv. 01		
✠	23	OLGA, Rasmussen. (5.99) —-99	16	3/3, G	1.1.	G3m	211 193 201	Dan	99 O.07	Thurø N. P. Petersen	C-Ht;ch.frg;(sal); sfb;car.3.05.	33.52 116-7	7.94 26-0	3.58 11-9	—	Svendborg	N.P. Petersen (à Thurø)	Svdb. 3.07 c.v.3.07		
✠	24	OLGA, Jørgensen. (10.04) 73-92	12-6	3/3, G	1.1.	Glt	173 155	Dan	92 O.04	Oscarshamn C. Thorén	C-P.ch.m-frg;sfb; (sal);rp-car.2.03.	28.80 94-6	7.30 24-0	3.24 10-8	—	Marstal	R.J. Albertsen	Hbg J.07 c.v.1.07		
✠	25	OLGA, Hollesen, H.G. (3.87)	13-14	—	—	Glt	48 33 41	Dan	87 O.95	Vejle Gylding & Lindtner	C-Ht.ch.frg;sfb;p. P;car.7.92;rp.97.	18.7 61-4	5.1 16-9	1.95 6-5	—	Aalborg	Capt	Svdb97 c.v.97		
✠	26	OLGA, Le Hégarat. (5.99) 93-03	16	3/3, G	1.1.	Glt lat.	94 76	Frç	99	Paimpol J. Pilvin	C-Or-Ht;ch.frg; (sal);sfb;car.6.03.	23.66 77-8	6.87 22-7	3.02 9-11	—	Tréguier	J. Legoaeter	Pmp. 4.06 c.v.4.06		
.	27	OLGA, Voyas, G. (1.04)	8-3	—	—	Glt	53 51	Gre	92 O.04	Scopelos	P;ch.m-frg;sfb;car. 1.04.	18.00 59-1	6.00 19-8	2.65 8-9	—	Tsagezi	Capt	Pir. 01		
✠	28	OLGA, Maresca. (8.93) (3/3, L 1.1.)	13	—	—	Bq 1 P-B	772 751 678	Itl	93	Cassano A. Paturzo	C-P.ch.m-frg;p.P; d.ft-m.1.98.	52.60 172-7	10.47 34-4	5.61 18-5	—	Castella- mare	G. Maresca (à Piano-Sor- rente)	Gn. 98		
✠	29	OLGA, Puhling. (9.00) 03-05	12	3/3, G	1.1.	G3m	308 266	Rss	00 O.06	Uppesgräve Morgenstern	P-C;ch.frg;(sal); sfb;rp-car.1.05.	36.88 121-0	7.92 26-0	3.99 13-1	—	Pernau	Gebrüder Puhling	Card. 12.06		
.	30	OLGA, Häggblom. (10.01) 95-99	10-4	—	—	Bq 1 P-B	570 542	Rss	74 O.01	Åland	P.ch.frg;sfb;(sal); car.3.01;ss.98;souff. 3.01;rp.04.	43.6 143-0	9 3 30-6	5.03 16-6	—	Wårdo	M. Mattson & C <sup>o</sup>	N-C.01 c.v.04		

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT or REGISTRY	OWNERS	LAST SURVEY									
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																							
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																											
	DATE OF TERM																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19										
.	31	OLGA, <i>Ratia, J.</i> (7.00)	8-4	—	—	Glt	107 102	Rss	99	Björkö	P-S;ch.fr;sfb.	23.47 77-0	7.32 24-0	2.74 9-0	.....	Björkö	Capt	Ptb. 00										
✠	32	OLGA, <i>Jonsson, P.</i> (3.06)	14	3/3, G	1.1.	Glt	81 67	Sds	06	Wiken <i>J. Hagerman</i>	C-P-Ht;ch.fr;g; (sal);sfb.	23.78 78-0	6.10 20-0	2.44 8-0	.....	Hle Hven	Capt	Hsb. 3.06										
✠	33	OLGA, <i>Strömberg.</i> (3.98) (3/3, P. 1.1.)	14	...	...	Glt	53 40	Sds	98	Pukavik <i>J. Johansson</i>	C-P;ch.fr;g;(sal); sf;rp-car.11.99.	21.00 60-11	5.64 18-6	1.93 6-4	.....	Mörrum	Capt	Kagb. 02										
.	34	OLGA, <i>Lemos.</i> (5.04)	12-6	3/3, G	1.1.	Bq 1 P-B	236	Tre	94 O.04	Syra	P;ch.m-fr;sfb;car.	38.00 124-8	8.10 26-7	4.80 15-9	.....	Samos	Nicolas Le- mos	Alx. 04 c.v.04										
✠	35	OLGA-PAULINE ( <i>ex-Jeanne- d'Arc</i> ), <i>Björnsen.</i> (1.05) 06-07	16-3	5/6, G	1.1.	Glt	125 109	Nrw	72 O.05	Dunkerque <i>E. Sagary</i>	C-Or;ch.ev-fr;sf;(sal); p.n.87;car.11.01;rp.03; 88.05.	26.67 87-7	6.20 20-4	3.80 12-9	.....	Stavanger	J.Osthøe & Co	Stvg. 1.07 c.v.1.07										
.	36	OLIVE-BRANCH, <i>Thomas.</i> (8.06)	14-2	3/3, G	1.1.	Glt	118 99	Ang	80 O.06	Aberdovey	C-Gr-PP;ch.m-fr;g;sf; (sal);SS.02;rp-car.8.06.	26.03 85-5	6.64 21-8	3.40 11-2	18 21	Truro	G. M. F. Hope	Fim. 8.06										
✠	37	OLIVIA ( <i>ex-Maria-Mercedes</i> ), <i>Poulsen.</i> (12.95)	15-3	—	—	G3m	247	Brs	73 O.96	Elmshorn <i>J. Kremer</i>	C-Ht;ch.m-fr;g;(sal);p. S;grp.89;rp.90;d.ft-m. 8.96;SS.96.	34.05 111-10	8.16 26-9	3.66 12-0	.....	Pernambu- co	H. Lundgreen	Hbg 96										
✠	38	OLYMPPE, <i>Quemper.</i> (5.06)	15-4	5/6, G	1.1.	Glt	114 90	Frç	77 O.06	St-Vaast <i>E. Costey</i>	C-Or-PP;ch.fr;g;sf; SS.01;grp-car.10.06.	24.8 81-5	5.6 18-4	3.09 10-2	.....	Morlaix	Capt	Pmp. 10.06										
✠	39	OLYMPIC, <i>Gibbs.</i> (7.92)	15	—	—	Bq 4m 2 P	1460 1354	Amr	92	Bath (Me) <i>H. E. S. Co</i>	C-Hk-B-PP;ch.m-fr;g; (sal);1 p.PP;1 p.Sp;d. ft-m.9.97.	68.27 224-0	12.83 42-1	6.48 21-3	.....	San-Fran- cisco	Williams. Dimond & Co	N-Y.99										
.	40	OMA, <i>Hori, B.</i> (3.95)	9-6	—	—	Glt	95	Rss	95	Lavansaren	P;ch.fr;sfb.	23.94 78-6	7.14 23-5	2.68 8-10	.....	Viborg	Capt	Ptb. 97										
✠	41	OMAR, <i>Kangur.</i> (6.00) 93-03	12	3/3, G	1.1.	G3m	815 278	Rss	00 O.06	Pernau <i>A. Haab</i>	P-C;ch.fr;g;(sal); sf;car.9.06.	38.20 125-4	8.28 27-2	3.91 12-10	.....	Riga	O. Grant, M. Meyer, A. Klein & R. Grant	Riga 9.06										
.	42	OMONIA, <i>Franco.</i> (7.89)	13-1	—	—	Bq 1 P-B	410	Tre	60 O.89	Dundee	T-C-PP;ch.ev.d.v. 82.	—	—	—	.....	Scio	Capt & Co	Phv. 89										
.	43	OMONIA, <i>Liadis, A.</i> (11.95)	12-4	—	—	Bk 1 P-B	181	Tre	71 O.95	Syra	C-P;ch.ev-fr;g;p.P; d.m.93;rp.96.	28.00 91-10	7.50 24-8	4.50 14-9	.....	Constanti- nople	Capt	Cnst 95										
✠	44	ONAWAY, <i>Goldthwaite.</i> (5.02)	15-3	—	—	Bq 2 P	933 886	Amr	83 O.02	Yarmouth (Me) <i>G. Loring</i>	C-Hk-B-Hu-PP;ch.m- fr;g;(sal);d.ft-m.5.02;rp. SS.02.	52.7 173-0	11.0 36-1	6.10 20-0	.....	Portland (Me)	W. S. Jordan & Co	N-Y. 7.05 c.v.7.05										
.	45	ONDERNEMING, <i>Jonker, G.</i> (7.07)	11	3/3, P	1.1.	Kho n.J. 1m, 082.	89 71 81	P.B	03 V.07	Westerbroek <i>E. J. Smit &amp; Zoon</i>	A;2 comp;R.R.4m50; car.7.07.	27.07 88-10	5.01 16-7	2.01 6-9	.....	Groningue	Capt	Cno. 7.07										

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Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	Brut Net Sous le pont		DOULAGE — RÉPARATIONS													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
•	46	ONDERNEM	ING-II, ten Cate, L. (10.05)	I	3/3, 1	1.1.	Khu	110 97 91	P-B	85 V.05	Burgt	F; R.4 <sup>m</sup> 14; car. 10.05.	39.75 130-5	4.65 15-3	1.93 6-4	.....	Groningen	Capt	Gnj. 10.05		
✦	47	ONDINE,	Ollivier. (2.03) 00 - 05	16	3/3, G	1.1.	Glt	101 78	Frç	03	Kerity <i>Bonne</i>	C-Or-Ht; ch.frg; sfb; (sal).	25.46 83-7	6.70 22-0	2.90 9-6	.....	Le Legué	Le Bigot (à St-Brieuc)	Dk. 3.06		
•	48	ONDINE,	David. (3.96)	14-13	3/3, P	1.1.	Glt	84 41	Frç	95 O.04	St-Malo <i>Gautier</i>	C-Or; ch.m.frg; (sal); d.m.3.95; p.n.04.	23.05 75-8	6.64 21-10	2.53 8-4	.....	St-Pierre- Miquelon	Vve Ed. Thoma- zeau & Co (à St-Malo)	St-P. 10.05 c.v.05		
✦	49	ONKEL,	Hardenfeldt, P. (4.97) (3/3, P. 1.1.)	15	...	...	Gls	47 36	Alm	97	Barth <i>C. Hoizerland</i>	C-Ht; ch.frg; (sal); sfb; car. 6.01.	9.05 62-6	5.56 18-3	2.10 6-11	.....	Rendsburg	Capt (Breeholz)	Hbg 01		
•	50	ONNI (ex-Martha),	Hanelius. 05 - 05 (8.05)	12-3	5/6, M	2.1.	Bq 1 P-B	546 511	Rss	53 O.05	Maine	C-PP-Hk; ch ev. fr; sfb; grp-car. SS.7.05.	41.95 137-7	9.47 31-1	5.55 18-3	.....	Raumo	Brander & Hohnberg (à Luvia)	Bjb. 0.05		
•	51	ONNI,	Mannonen, S. (5.07) 81 - 07	7-3	3/3, P	1.1.	Glt	124 114 118	Rss	06	Neuvottoma <i>J. Kekka</i>	P; ch.fr; (sal); sfb.	25.70 84-4	7.65 25-1	3.00 9-10	.....	Wiborg	Capt	Wib. 4.07		
✦	52	ONTARIO,	Davidson. (9.97)	12-4	—	—	Bq 1 P-B	840 825 706	Ang	76 O.97	Hantsport (N-S) <i>G. Churchill</i>	B-Sp-PP-C.ch.m.fr; (sal); p.Sp; rp.SS.97; d.m. 9.97.	48.95 160-7	10.74 35-3	6.13 20-1	.....	Windsor (N-S)	D. Munro	Wds. 97		
•	53	OOM-PAUL,	Leisberg. (5.00) 94 - 04	8	3/3, P	1.1.	Glt	125 119	Rss	00 O.04	Haynasch <i>S. Berentson</i>	P; ch.fr; (sal); sfb; car. 6.04.	25.19 82-8	6.96 21-10	2.79 9-2	.....	Dago	Baron E. Un- gern Sternberg	Riga 04		
✦	54	OOSTZEE,	Tammes, T. (2.07)	I	3/3, G	1.1.	Tk dv 1 m bsc	109 74 85	P-B	07	Noordhorn <i>Gehr. Barkmeijer</i>	A; 2 comp; 1 D. 2m50; R. 5m00; 1 p A.	26.84 88-1	5.71 18-9	2.20 7-3	.....	Groningen	Capt	Gng. 2.07		
•	55	OPHELIA,	Béliot. (12.02)	9	3/3, G	1.1.	G3m	159 120	Frç	02	Shelburne (N-S)	Sp-B-Ht-C; ch.m- frg; (sal); sfb.	30.03 98-6	7.67 25-2	2.90 9-6	.....	St-Malo	Léoni Coste & Co (à St-Pierre- Miquelon)	St-M. 2.07 c.v.12.06		
✦	56	ORA-&-LABORA,	Olsson, J.A. (3.05)	14-3	5/6, P	1.1.	Glt	84	Sds	68 O.05	Aalborg <i>N. P. Wang</i>	C.sfb.ch.frg; grp- 90; rp-car. SS.3.05.	25.9 85-0	6.3 20-8	2.38 7-10	.....	Viken	Capt	Hlsb. 3.05		
•	57	OREGON (ex-Svea),	..... (9.01)	I	—	—	3 m 2 P-B	1890 1775 1766	Nrw	95 V.01	Port Glasgow <i>Russell &amp; Co</i>	A; 2 comp; 1 D 11m; G. 11m70; grp.SS.01; car. 9.04.	80.60 264-3	11.90 39-0	7.17 23-5	.....	.....	.....	Lvp. 5.06		
•	58	ORIANA,	Flavio. (5.06)	I	3/3, L	1.1.	Bq 2 P	1015 945	Itl	64 V.06	Greenock <i>Scott &amp; Co</i>	F; 2 comp; car. 5.06	63.80 209-4	9.90 32-6	6.37 20-11	.....	Gênes	Stefano Ra- zeto	Gn. 5.06		
•	59	ORIENT (ex-Gustav-Molien),	Kraukle. (4.05) 88 - 05	11-3	5/6, G	1.1.	B-G 3 m 1 P-B	527 456	Rss	67 rc.94 O.06	Mühlgraben <i>Aug. Ferle</i>	P-C-Or-Sp; ch fr; sal; sfb; p.P.94; SS.06; car. 11.05.	44.82 147-0	9.02 29-7	4.70 15-5	.....	Riga	Schiffahrts-Ge- sellschaft « Austru »	Riga 9.06		
•	60	ORIENT,	Isacksson. (4.05)	3-2	—	—	Bq 1 P-B	465 442	Rss	68 rc.94 O.00	Jacobstad <i>H. Bläsar</i>	P-S.ch.m.p.n.94; SS. 94; ff.P.11.00.	39.4 129-3	9.3 30-6	5.44 17-10	.....	Korpö	A. Th. Adolf- sson	Abö 4.05 c.v.4.05		

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HOLD IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
✠	61	ORIENT, <i>Andersson</i> . (12.00)	13-7	3/3, L A.&C.P.	1.1.	Bq	386 330	Sds	84	Gefle <i>O. A. Brodin</i>	S-C-PP.ch.m-frg;(sal); d.ft-m.9.04;rp.96;SS. 00.	40.6 133-2	8.2 26-11	4.08 13-4	.....	Gefle	P. J. Haeger- strand	Est. 6.07														
.	62	ORIENTE (ex-Vesoenes), <i>de Rocha</i> (8.02)	11-3	—	—	Bq 1 P-B	554 508	Ptg	92	Grimstad	P-C;ch.m-frg;rp.99 d.ft-m.9.04.	44.0 144-4	9.07 29-9	4.85 15-11	.....	Oporto	Lino Marques da Nova & Filhos	Brb. 3.07														
.	63	ORIFLAMME, <i>Limbour, A.</i> (3.04)	13-5	3/3, P	1.1.	Dy	44 30	Frg	89	Les Sables d'Olonne	C-PP;ch.frg;sfb; rp-car.9.06.	14.55 47-9	5.85 19-2	2.73 9-0	.....	Groix	Capt (à Pont Aven)	8-I. 10.06														
.	64	ORION (ex-Fritz-Smith), <i>Pet- tersson</i> . (1.02)	10-5	—	—	Bq 1 P-B	475 441	Sds	77	Riisöer	P-C;ch-m;rp.SS.02 sff.pr.d.ft-m.1.02; rp.03.	39.90 131-0	8.10 26-5	5.99 19-8	.....	Gothem- bourg	J.L.Kjellberg	Got. 03														
.	65	ORLÉANS (ex-Comus), <i>Le Seven</i> . (12.06)	I	3/3, L	1.1.	Bq 1 P-B	636 632	Frg	79	Glasgow	F;2 comp;D.9m30; R.7m70;G.5m50; rp-car.12.06.	57.00 187-0	9.31 30-7	5.48 18-0	.....	Nantes	Demange	Nt. 12.06														
.	66	ÖRNEN (ex-Exquis), <i>Olsson</i> . (1.00)	12-4	—	—	Bq	267 247 238	Sds	79	Riisöer <i>A. R. Andersen</i>	C-PP-P;ch.m-frg;SS. 91;d.ft-m.1.00;rp.00.	36.26 119-0	8.38 27-6	3.71 12-2	.....	Bergqvara	F. Olsson	Hlsb 01														
✠	67	OROPA, <i>Dellepiane</i> . (7.91)	14	—	—	Bq	856	Itl	91	Sestri-P. <i>C. Bozzano</i>	C-Ml-PP.ch.m-frg; d.ft-m.10.00.	46.90 153-11	9.50 32-2	6.79 22-4	.....	Gênes	T. Penco	Hv. 02														
.	68	ORSOLA (ex Beatrice), <i>Orlandi</i> . (8.07)	13-2	3/3, G	1.1.	B-G	93	Itl	86	Viareggio	C-P;ch.m-frg;d.ft- m.10.04;rp.07.	26.05 85-6	6.68 21-11	3.05 10-0	.....	Livourne	A. Orlandi (à Viareggio)	Lva. 9.07 c.v.9.07														
✠	69	OSBERGA, <i>Hatfield</i> . (8.04)	13-5	3/3, A	1.1.	Bq 1 P-B	1188 1116 1046	Ang	84	Five-Mile-R. <i>A. Mc Dougall</i>	C-A-Sp;ch.m-frg;(sal); d.ft-m.5.05;rp.SS.05.	59.4 195-0	11.42 37-6	6.84 22-5	.....	Maitland (N-S)	Thos.Douglas	8st 7.07 c.v.7.07														
.	70	OSCAR, voir OSKAR.																														
.	71	OSKAR, <i>Eklund</i> . (5.05)	9-3	5/6, G	1.1.	Bq 1 P-B	528	Rss	57 re.75 0.05	Fredrikshamn	P;souff.pr.03;grp. 01;car.5.03.	47.80 156-10	10.00 32-10	6.86 22-6	.....	Åbo	F. Mattsson	Åbo 4.05														
.	72	OSMO, <i>Friberg</i> . (8.03)	9-3	5/6, G	1.1.	Bq 1 P-B	787 751 719	Rss	69	Raumo <i>J. Justin</i>	P;ch.m-fr.SS.89;(sal); rp.SS.03;souff.P.S.03.	52.7 173-0	10.5 34-6	6.40 21-0	.....	Raumo	W. Panelius	Bjb. 6.07														
✠	73	OSORNO (ex-Beethoven), <i>Branch</i> . (10.06) 03-05	I	3/3, L	1.1.	3m 2 P	1789 1687 1633	Alm	94	Geestemünde <i>Joh. C. Tocklen- borg</i>	A;2comp;D.14m63;G. 8m54;R.R.12.19;rp. 98;car.10.06.	75.90 249-0	12.00 39-5	7.01 23-0	.....	Hamburg	N. H. P. Schuldt	Hbg 10.06														
✠	74	ÖSTEN, <i>Jönsson</i> . (4.06)	12	3/3, G	1.1.	Glt	74 61	Sds	06	Södra-Garn <i>J. Svensson</i>	P-C;ch.frg;(sal); sfb.	21.77 71-5	5.84 19-2	2.25 7-5	.....	Steninge	E. Sager	Got. 4.06														
✠	75	OSVALD, <i>Andersson</i> . (8.07)	16-4	5/6, G	1.1.	Glt	123 19	Sds	74	Holbæk <i>R. Mortensen</i>	C-Ht.ch.frg;sfb;(sal);p. P.96;SS.96;rp-car.S.07.	26.8 88-0	6.5 21-4	2.98 9 10	.....	Råå	R. Andersson	Hlsb. 8.07														

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Surveillance apéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD	PORT	ARMATEURS	DERNIÈRE VISITE			
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net			DE CONSTRUCTION	DOUILLAGE REPARATIONS	EN MÈTRES EN PIEDS ET POUCHES									TAGE SALEE H.A.N.	D'ARMEMENT	
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																								
	DATE DU TERME																								
	2	3																							4
✠	76	OTELIA, <i>Meuller.</i>	(7.01)	14	3/3, G	1.1.	Glt	75 60	Sds	01	Örnavik <i>M. Jonsson</i>	P-C; ch.frg;(sal); sfb;rp-car.1.07.	23.58 77-4	6.40 21-0	2.14 7-0	.....	Halmstad	O. F. S. Peter- sen	Got	1.07					
✠	77	OTHELLO, <i>Pettersson.</i>	(4.99)	13	3/3, G	1.1.	Glt	92 O.05	Sds	99 <i>V. Frandsen</i>	Halmstad	C-C; ch.frg;(sal); sfb;car.8.05.	26.72 87-8	6.98 22-11	2.38 7-10	.....	Höganäs	H. P. Jönsson	Hlsb.	8.05					
✠	78	OTTA, <i>Jonson.</i>	(12.06)	12	3/3, G	1.1.	Glt	82 68 77	Sds	06	Trollhättan <i>Nydqvist &amp; Holm</i>	P-C; ch.frg;(sal); sfb.	22.56 74-0	6.08 19-11	2.52 8-3	.....	Halmstad	A. Svensson	Got.	12.06					
.	79	OTTO, ..... <i>Leichter.</i>	(8.98)	I P. R.	—	—	1m hsc	180 163	Alm	98	Boizenburg <i>F. Lemm</i>	A; 3 comp; G. E.; p. A.	31.10 102-0	7.32 24-0	2.53 8-4	.....	Hamburg	Deutsche Ost- Africa Linie	Hbg	98					
✠	80	OTTO, <i>Borgwardt, W.</i>	(3.06)	14-7	3/3, P	1.1.	Glt	50 29	Alm	99 O.06	Ribnitz <i>C.H.Staben &amp; Co</i>	C; ch.frg;sfb;car. 3.06.	18.00 59-1	5.58 18-4	2.25 7-5	.....	Barth	Capt	B:th	3.06					
✠	81	OTTO, <i>Andersen.</i> 72-91	(1.05)	16-4	5/5, G	1.1.	B-G	132 130 141	Dan	72 O.99	Svendborg <i>J.R.Andersen</i>	C-Ht.ch.m.frg;sfb;(sal); p.P.99;rp.SS.90;car. 3.05.	30.6 100-5	6.3 20-8	3.14 10-4	.....	Svendborg	J.R.Andersen	Svdb.	3.07					
.	82	OTTO, <i>Behrsing.</i> 95-06	(10.06)	9-4	3/3, G	1.1.	B-G 3m	355 299	Rss	91 O.06	Gutmansbach	P-C; ch.frg;(sal);sfb; SS.00;sf.pr.11.06; car.10.06.	38.54 126-5	8.75 28-8	4.33 14-2	.....	Riga	J. Martinson	Riga	11.06					
✠	83	OTTOMAR, <i>Klein.</i> 98-04	(10.03)	12	3/3, G	1.1.	B-G 3m	326 275	Rss	03	Pernau <i>A. Haab</i>	P-C; ch.frg;(sal); sfb.	35.05 115-0	8.45 27-9	4.22 13-10	.....	Riga	A. Klein & Co	G'sp. c.v.	9.37 9.07					
✠	84	OUOLOFF, <i>Le Bail.</i> 05-05	(3.05)	13	3/3, G	1.1.	Dy A. & C. P.	87 (9)	Frç	05	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; sfb;p.S.	22.08 72-5	6.61 21-8	2.92 9-7	.....	Tréguier	Capt	Bist c.v.	6.07 6.07					

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	1	P.-B.-C.-II, <i>Le Gall.</i> (10.01) — 01	13	3/3, P	1.1.	Dy	— <sup>49</sup> <sub>37</sub>	Frç	01	Kerity	O.07	<i>Bonne</i>	C-Or-II;ch.frg; sfb;car.8.07.	18.02 59-2	5.61 18-5	2.45 8-0	.....	Pont- L'Abbé	Le Berre	8-1. 8.07
✠	2	P.-F.-NUMÉRO-2, <i>Lemallet.</i> (5.07)	14-2	5/6, P	1.1.	Glt	— <sup>47</sup> <sub>31</sub>	Frç	79	Méans	O.07		C-Or-PP-Mr;ch.frg;(sal) sfb;grp.94;p.n.99;car. SS.5.04;rp.07.	19.20 63-0	5.20 17-6	2.50 8-2	.....	St-Pierre- Miquelon	Yvon frères	St-P. 4.07 c.v.4.07
✠	3	P.-F.-NUMÉRO-39, <i>Louvet.</i> (4.02)	14-3	—	—	Ctt	40	Frç	79	St-Malo	O.01	<i>F. Gautier</i>	C-Or-PP;ch.frg;(sal); SS.93;car.4.99;rp.01.	19.0 62-4	4.7 15-5	2.52 8-3	.....	St-Pierre- Miquelon	Ledoux (Cancale)	St-P.01 c.v.01
✠	4	P.-F.-NUMÉRO-47, <i>Amice.</i> (10.98)	14-3	—	—	Ctt	40	Frç	79	La Brebis	O.98	<i>L. Tranchemer</i>	C-Or-PP.ch.f.g; sfb;car.SS.10.98;rp.03.	19.0 62-4	4.7 15-5	2.52 8-3	.....	St-Pierre- Miquelon	Delacour & Aimont	St-P.0 c.v.03
.	5	P.-G.-BLANCHARD, <i>Zachariasen.</i> (12.91)	12-4	—	—	3 m 2 P-B	— <sup>1285</sup> <sub>1213</sub> 1186	Nrw	62	Yarmouth(Me)	O.92	<i>S.C. Blanchard</i>	PP-B-Hk-C.ch.cv-fr. (sal);3/4 p.n.90;SS.79;d. ft-m.1.92;rp.92.	57.0 187-0	11.4 37-5	7.55 24-9	.....	Langesund	H. Skougaard	Dbl. 94
.	6	P.-L.-M. (ex-Frances), <i>Tual.</i> (2.05)	12-3	3/3, G	1.1.	Kt	— <sup>96</sup> <sub>70</sub>	Frç	85	Rostock	O.05		C-Ht;ch.m-frg;sfb; rp.SS.00;car.12.04	24.62 80-10	6.23 20-5	3.23 10-7	.....	Dunkerque	Goetghebeur frères	Dt. 4.07 c.v.4.07
✠	7	PACIFIC (ex-Nina), <i>Mulder,</i> <i>R.</i> (3.05)	1	3/3, A	1.1.	G3m	— <sup>169</sup> <sub>143</sub> 158	P.B	00	Martenshoek	V.05	<i>Gebr. Verstoche</i>	A: 2 comp; 1/2 D.5m61; R. R. 4m70; p. A; car.8.07.	29.67 97-4	7.11 23-4	2.80 9-6	14 1/2 17 1/2	Groningen	J. G. Muller	Eng. 8.07
.	8	PACIFIQUE (ex-Jennie-Miller), <i>Deschamps.</i> (3.07)	9-3	3/3, G	1.1.	Glt	— <sup>84</sup> <sub>61</sub>	Frç	88	Lunenburg	rc. 07	(N-S)	Mr-Ht-B-Sp-P;ch.m-fr; (sal);sfb;rc.SS.07.	23.00 75-6	7.07 23-3	2.80 9-3	.....	St-Pierre- Miquelon	La Morue Française	St-P. 3.07
.	9	PACIFIQUE, <i>Rougès.</i> (7.92)	10-3	—	—	Slp	18	Frç	84	Paimpol	O.92	<i>Pilvin</i>	C-Ht-Or.ch.frg.sfb p.S;rp.88;car.7.92.	12.0 39-5	4.6 15-1	2.10 6-11	.....	Tréguier	Capt (à Pleubian)	Pmp.92
✠	10	PACTOLUS, <i>Watts.</i> (10.91)	13	—	—	Bq 2 P	— <sup>1674</sup> <sub>1564</sub>	Amr	91	Bath (Me)	O.99	<i>John M. Donald</i>	C-PP.ch.m-frg;(sal) car.10.96;d.m.3.99	68.14 223-7	12.54 41-2	7.32 24-0	.....	San-Fran- cisco	W. E. Mighell & Co	N-Y.99 c.v.99
.	11	PADOSA, <i>Nilsson, L. E.</i> 88-04 (4.04)	13-4	5/6, A	1.1.	Bq 1 P-B	— <sup>644</sup> <sub>538</sub> 620	Sds	78	Portoré	O.04	<i>J. Archianin</i>	C-Ht;ch m-frg;(sal) d.ft-m.5.01;SS.96;rp.01.	44.42 145-9	9.58 31-4	5.88 19-3	.....	Råå	Capt	Mlm.04 c.v.04
.	12	PAGONIZZA, <i>Mitropoulo.</i> (7.01)	12-2	—	—	B-G 1 P-B	240	Gre	84	Galaxidi	O.01		P.ch.m.frg;rp-car. 8.01;SS.4.99.	30.00 98-5	8.70 28-6	5.00 16-5	.....	Galaxidi	Capt	Cnst.01
.	13	PAIMPOLAIS (ex-Norröna), <i>Guillaume.</i> (3.07)	12-2	5/6, A	1.1.	3 m B-G	— <sup>316</sup> <sub>258</sub>	Frç	83	Sandefjord	O.97		C-Or-PP;ch.cv-frg; grp. SS.97;rp.03;d.m. 1.05.	37.50 123-0	8.94 29-4	3.94 12-11	.....	St-Malo	G. Huet & Co (à St-Pierre-Mi- quelon)	St-M. 3.07
✠	14	PAIMPOLAISE, <i>Caous.</i> (12.96)	16	3/3, G	1.1.	Glt	— <sup>155</sup> <sub>124</sub>	Frç	96	Paimpol	O.04	<i>Laboureur</i>	C-Or.ch.frg;sfb; (sal);car.10.04.	31.94 104-10	7.18 23-7	3.51 11-6	.....	Paimpol	Le Rochais	Pmp. 1.07 c.v.1.07
✠	15	PAIMPOLAISE, <i>Floury.</i> (12.98) (3/3, P. 1.1.)	14	...	...	Slp	— <sup>42</sup> <sub>23</sub>	Frç	98	Paimpol		<i>J. Pilvin</i>	C-Ht;ch.frg;sfb.	16.40 53-10	6.04 19-10	2.86 9-5	.....	Trouville	E. Cappe (à Paris)	Pmp.98

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

1-Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUPLAGE — REPARATIONS	LONGUEUR EN METRES EN PIEDS ET POUCES	LARGEUR EN METRES EN PIEDS ET POUCES	CREUX DE CALE EN METRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	16	PALAMOS (ex-John-Bunyan), Mas. (4.00)	12-6	—	—	3 m 2 P	1201 1169	Esp	75 O.00	Meteghan (N- S) German & Co	Sp-B-Ht-C-PP; ch. m. fr. (sal); grp. 82; d. cv. 4.00; rp. SS.00.	58.24 191-1	11.63 38-2	6.71 22-0	.....	Barcelone	Hijos de G. Matas (Palamos)	Brc. 01	
.	17	PALLAS (ex-Chereff-Daria), Vossil. (5.03)	12-3	—	—	Bk 1 P-B	445 381	Frç	75 re.03	Gênes	C-P-PP; ch. cv. frg; d. ft-m. 5.03.	37.00 121-5	9.00 29-6	6.00 19-8	.....	Constanti- nople	Cie de Remor- quage Fran- çaise	Cnst.03	
✠	18	PALLAS, Svensson. (7.07)	15-4	5/6*	G 2.1	Bq 1 P-B	487 427	Sds	66 O.07	Hamburg M. G. Amsinck	C.ch.m-frg; (sal); sff. S. 1.03; grp. SS.03.	44.1 144-8	9.3 30-6	5.55 18-2	.....	Höganäs	E. Johnsson	Hsb. 7.07 c.v. 5.07	
✠	19	PALLESEN, Jensen. (5.00) 91-00	16	3/3, G	1.1.	G3m	215 192 204	Dan	00	Thurø C. Bom	C-Ht; ch.frg; (sal); sfb; car. 4.03.	32.83 107-9	7.91 25-11	3.58 11-9	.....	Svendborg	H. A. Hansen (Thurø)	Got. 3.07 c.v. 3.07	
✠	20	PALME, Kolb, J. F. (4.98)	16-13	3/3, P	1.1.	Gls	60 48	Alm	98 O.06	Uetersen D. Schedelgarn	C-Ht; ch.frg; (sal); sfb; car. 7.06; rp. 06	20.87 68-6	5.81 19-1	2.01 6-7	.....	Rendsburg	Capt	Hbg. 7.06	
.	21	PALMINN (ex-Palmen), ..... (2.02)	9-1	—	—	Gls	69 57 67	Sds	78 O.98	Bergen	P.ch.fr; sfb; p.P.98; rp. SS.98; car. 2.00.	21.6 71-0	5.7 18-8	2.70 8-11	.....	Bovall- strand	N. Fern	Lvp. 02	
.	22	PALMIRA, Abol. (10.99) 97-07	9	3/3, P	1.1.	Glt	109 90	Rss	99 O.03	Dondangen J. Paniks	C-P; ch.fr; (sal); sfb; car. 5.03; rp. 07.	23.16 76-0	6.70 22-0	3.13 10-3	.....	Windau	N. Saring	Lib. 4.07 c.v. 4.07	
✠	23	PAMPA, Jensen. (6.07) 07-07	16	3/3, G	1.1.	Glt	76 59 69	Dan	07	Svendborg A. Jensen	C-Ht; ch.frg; (sal); sfb; p.P.	23.57 77-4	6.34 20-10	2.32 7-8	.....	Svendborg	A. Jensen	Svdb. 6.07	
.	24	PANAGIA, Psarellis, M. (9.03)	12-2	—	—	Glt 1 P-B	139	Tre	84 O.00	Syra	P-Ml; ch.m-frg; sfb; rp-car. 9.02.	23.65 77-7	7.00 23-0	4.10 13-6	.....	Agnouses	Capt	Smm.03 c.v. 03	
.	25	PANAGIA-KIMISSIS (ex-Gam- betta), Kioroglou. (8.98)	13-2	—	—	Bk 1 P-B	325	Tre	78 O.98	Syra	C-Ml; ch.m-frg; rp- car. SS.8.98.	31.00 101-9	8.00 26-3	5.40 17-8	.....	Constanti- nople	A. Partchaoglou & Ch. Hidioglou	Cnst.98	
.	26	PANAGIA-LATOMITISSA, Bi- nicos, D. (12.97)	9-1	—	—	Glt 1 P-B	236	Grc	88 O.94	Syra M. Koufoudakis	P-Ml; ch.m-frg; p. P; d. ft-m. 1.91.	33.6 110-3	7.7 25-4	4.27 14-0	.....	Syra	Capt & Co	Cnst.98	
.	27	PANAGIOTI-N-STUPATI (ex- Elleni-Beltzos), ..... (11.98)	12-3	—	—	B-G 1 P-B	266	Grc	91 O.98	Syra	C-P; ch. cv. frg. d. ft. m. 91.	32.00 105-0	8.10 26-7	5.00 16-5	.....	Santorin	G. Cuzajano- pulo	Cnst.98 c.v. 98	
.	28	PANAIA (ex-Michail), Caloye- ras. (9.02)	12-2	—	—	Bk 1 P-B	196 189	Tre	80 O.02	Galaxidi	C-P; ch.m-fr; d.m. 3.02; rp. SS.00.	30.00 98-5	7.20 23-8	5.00 16-5	.....	Constanti- nople	Capt	Cnst.02 c.v. 02	
.	29	PANDORA, Fouché. (2.05)	9-3	5/6, P	1.1.	Glt	59 28	Frç	92 O.02	Lunenburg (N-S)	Mr-Ht-Sp-P; ch. m- fr; (sal); sfb; grp-car. 3.07.	22.52 73-11	6.53 21-5	2.66 8-9	.....	St-Pierre- Miquelon	La Morue Française	St-P. 3.07	
✠	30	PANDUR, Lund. (5.05) 89-01	15-6	5/6, A	1.1.	Bq 1 P-B	610 532 528	Sds	77 O.05	Geestemünde Schau & Olt- manns	C-Ht-PP; ch. m-frg; p. (sal); SS.92; d. ft-m. 0.9; rp. 03.	44.9 147-4	8.9 29-2	5.66 18-7	.....	Helsing- borg	J.P. Nilsson	Wes. 8.05 c.v. 8.05	

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. 10 inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	RIG	NUMBER OF DECKS	gross Register under deck				SHEATHING	KEELING							
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
	31	PANORMIATIS, <i>Cambouris, M.</i> (8.04)	12-3	3/3, M	1.1.	—	45	Fre	96 O.04	Spezzia	C-P; ch. m. frg; sfb; rp-car. 8.04.	20.00 65-7	5.50 18-0	3.90 11-10	.....	Calymnos	Capt	Inst 01		
	32	PANTELEIMON, <i>Lemos.</i> (9.00)	12-3	—	—	Bk 1 P-B	180	Tre	86 O.00	Galaxidi	P-C; ch. m. fr; sfb; SS.00; car. 7.02	27.50 90-3	7.30 23-11	4.60 15-1	.....	Chio	Y. D. Liras	Smm. 03		
✠	33	PAOLO-ANGELO ( <i>ex-Ragnar, Marine.</i> (2.02) 76-03	11-3	—	—	Bq 1 P-B	1156 1035 1187	Itl	79 O.02	Annapolis (S-N) L. Delap	Sp-B-PP-C; ch. m. fr; (sal); rp. SS.95; d. ft. m. 10.00; rp. 00.	57.04 187-2	11.81 38-9	6.94 22-9	=====	Gênes	A. Cavallo & G. B. Cavallo & Co	Card 03 c.v. 03		
	34	PAOLO-COSTA ( <i>ex-Gloria-Carmeli, Costa.</i> (7.05) 94-05	14-3	3/3, M	1.1.	Glt	103	Itl	80 O.05	Gaëte	C; ch. m. frg; d. ft. m. 7.03; rp. SS.05.	24.00 78-9	6.10 20-0	3.25 10-8	.....	Messine	P. Costa	Mss. 6.05 c.v. 6.05		
✠	35	PAPOSO, ..... (11.93)	11-3	—	—	Bq 2 P	1066 995 969	Nrw	85 V.93	Hamburg Blohm & Voss	F; 3 comp; 1 p. PP; 1 p. S; rp-car. 11.93.	61.0 200-0	10.4 34-0	6.07 19-11	.....	Christian-sand	C. L. Endrensen & Co	Hbg 93		
	36	PAQUERETTE ( <i>ex-Nauna, Jeanne.</i> (6.00)	13-10	3/3, A	1.1	Bq	382 301	Fre	92 O.00	Christian-sand	P-C-PP; ch. m. frg; (sal); d. ft. m. 2.05; rp. 07.	44.47 145-11	9.30 30-6	3.77 12-4	.....	Fécamp	M. Renault & P. Acher	Fre 3.07		
✠	37	PAQUERETTE, <i>Creff</i> (12.03) 01-04	16	3/3, G	1.1.	Glt A. & C. P.	164 127	Fre	03	Paimpol Perrot	C-Or-Ht; ch. frg; sfb; p. PP; (sal)	32.46 103-6	7.37 24-2	3.64 12-0	.....	Paimpol	V <sup>o</sup> Y. Buhot-de-Launay	Pmp. 1.06 c.v. 1.06		
	38	PAQUET-MARGRETHE ( <i>ex-Nancy, Hansen, N.P.</i> (5.05) 80-99	13-4	5/6, P	1.1.	Gls	78.8 60 69	Dan	53 re. 82 O.05	Westervik	C-P; ch. m. frg; sfb; p. P. 05; grp. SS.05; rp-car. 10.07.	18.8 61-9	6.1 20-0	2.83 9-4	.....	Korsör	Capt	Wes. 10.07		
	39	PAQUITO, <i>Fuiza.</i> (6.91)	9-6	—	—	B-G	147	Esp	63 O.91	Muros	C-P; ch. m. p. n. 91; d. ft. m. 6.91; grp. 91.	24.0 78-9	7.4 24-4	3.30 10-10	.....	Villagarcia	Abelardo Dubert	Card 91		
✠	40	PARAMATTA, <i>Eklund, J.M.</i> (12.99)	11-3	—	—	Bq 1 P-B	978 922	Rss	80 O.99	Gardners-Creek (N-B) W. & R. Wallace	Sp-B-PP-C; ch. m. fr. (sal); p. Sp. SS.93; d. ft. m. 12.99; rp. 96.	53.5 175-5	11.05 36-3	6.18 20-3	.....	Åbo	Capt	C-T. 02		
✠	41	PARAMITA, <i>Backus.</i> (1.95)	13-6	—	—	3 m 2 P	1573 1444	Amr	79 O.95	Freeport (Me) E.C. Soule & Co	C-PP; ch. m. frg; (sal); SS.95; d. ft. m. 1.99; rp. 99.	65.4 218-2	13.0 42-8	7.07 23-3	.....	San-Fran-cisco	A. Anderson	P-T. 01		
✠	42	PARCHIM, ..... (12.93)	11-3	—	—	3 m 2 P	1818 1714	Alm	89 V.93	Geestemünde J.C. Tecklenborg	A; 2 comp; car. 12.93.	76.0 249-4	11.96 39-3	7.00 23-0	.....	Hamburg	F. Laeisz	Hbg 93		
	43	PARKEND, <i>Owens.</i> (4.92)	11-3	—	—	Kt	191 175 183	Ang	73 re. 91 O.92	Ipswich	C-PP; ch. frg; sfb; p. n. 92; s/j; PP. 10.91; re. 91.	31.42 103-1	7.35 24-1	3.18 10-5	=====	Bridge-water	R. O. Sully	Card 92 c.v. 92		
✠	44	PARNASS, ..... (10.92)	13-3	—	—	Bq 1 P-B	646 608 569	Nrw	78 O.86	Geestemünde Schau & Olmanns	C-Ht-PP; ch. m. frg; p. P; d. ft. m. 10.92; (sal); rp. 92.	47.6 156-3	9.0 29-6	5.65 18-7	.....	Sarpsborg	Ole Johansen	Ld. 92		
	45	PASQUALINO ( <i>ex-Maria-Madre, Musico.</i> (9.03)	13-3	3/3, G	1.1.	B-G	76 71	Itl	91 O.03	Malte	C; ch. m. frg; d. ft. m. 9.03.	20.90 68-7	5.90 19-9	2.95 9-8	.....	Messine	G. Giufre & Musico Frli	Mss. 9.06 c.v. 9.06		

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## PAU

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR EN PIEDS ET POUCES	LARGEUR EN PIEDS ET POUCES	CREUX DE CALE	EAU SALÉE H.A.N. en POUCES	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		Brut Net Sous le pont				CONSTRUCTEURS	DOUBLAGE RÉPARATIONS											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																						
	DATE DU TERME																						
2	3			4	5	6	7	8	9	10	11	12		13	14	15	16	17	18	19			
✠	46	PASSE-PARTOUT, <i>Dubois.</i> (3.96)			13	3/3, P	1.1.	Dy	87 60	Frç	96	Gravelines	C-Or;ch.frg;sfb;p. S;rp-car.2.05.	23.68 77-9	6.21 20-4	3.10 10-2	.....	Gravelines	Jules Lecomte	04. 2.05			
✠	47	PASTEUR, . . . . . (4.98)			12-6	—	—	Bq 1 P-B	432 390 972	Nrw	86	Arendal <i>J. A. Morland</i>	P-PP-C.ch.m-frg;(sal); d.ft-m.5.02;SS.98;rp.03	38.92 127-8	8.4 27-7	4.26 14-0	.....	Kragerø	J.Schjelderup	Trst 03			
✠	48	PATAGONIA, <i>Johansen.</i> (9.80)			12	—	—	Bq 1 P-B	1231 1155 1105	Nrw	80	Tusket (N-E) <i>Killam Bros</i>	Sp-B-Ht-PP-C.ch.m-fr; (sal);s/f.pr.86;d.ft-m.11.00;rp.88;car.12.88	58.04 190-5	11.6 38-0	6.84 22-5	.....	Tönsberg	G. C. Hansen	N-Y.90 c.v.90			
.	49	PAUL, <i>Buck, C.</i> (8.98)			12-5	—	—	Glt	49 40	Alm	38 re.68 O.98	Danemark	C-Ht.ch.frg;sfb;(sal);p. P;grp;SS.93;rp-car.9.00	17.4 57-1	4.5 14-9	2.23 7-4	.....	Stralsund	Capt	Strs.00			
✠	50	PAUL, <i>Corbin.</i> (10.06) 04-06			16-6	3/3, G	1.1.	Glt	110 86	Frç	90	St-Malo <i>Gautier</i>	C-Or;ch.frg;sfb; (sal);car.55.6.06.	30.60 100-5	6.66 21-10	3.22 10-7	.....	Lannion	Donat (à Trebeurden)	Brst 6.06			
✠	51	PAUL, <i>Söderholm.</i> (12.01)			13-6	5/6, A	1.1.	Bq 1 P-B	744 646 709	Rss	78	Kiel <i>A. Conradt &amp; Sohn</i>	C-PP-Ht;ch.m-frg; (sal);SS.94;d.ft-m.5.03; grp.98;rp.05.	48.0 157-6	9.0 29-6	6.00 19-8	.....	Åbo	A.E.Mattsson (Kimito)	Åbo 12.05			
.	52	PAUL, <i>Recke.</i> (4.97)			8-7	—	—	Glt	128 121 118	Rss	96	Margrafen <i>Arkle</i>	P-C;ch.fr;G.E;sfb; (sal).	23.74 77-11	7.16 23-6	2.82 9-3	.....	Riga	M. Bahrsch & K. Galling	Rstk 00 c.v.00			
✠	53	PAUL, <i>Leep.</i> (8.01) (3/3, G. 1.1.)			11	...	..	Glt	111 98	Rss	01	Dreimansdorf <i>M. Sepp</i>	P-C;ch.fr;(sal);sfb.	24.13 79-2	6.53 21-5	2.82 9-3	.....	Riga	O. Grant & Uttopart	Riga 01			
.	54	PAUL, <i>Lindqvist.</i> (10.06)			7	3/3, P	1.1.	Jal	100	Rss	06	Hangö <i>Lindqvist</i>	P;ch.fr;sfb.	25.29 83-0	7.01 23-0	2.44 8-0	.....	Hangö	Lindqvist	Åbo 10.06			
✠	55	PAUL-&-EMMA, <i>Engelland.</i> 00-03 (9.04)			14-6	3/3, G	1.1.	Glt	82 50 72	Alm	90	Ribnitz <i>J. H. Wilken</i>	C-Ht;ch.frg;sfb;rp. 06;car.1.06;SS.01.	20.04 65-9	5.41 17-9	2.52 8-3	.....	Breiholz	Capt	Strs. 4.06			
.	56	PAUL-&-FERNAND (ex-Marie- Isabelle), <i>Beaucire.</i> (4.03)			9-2	—	—	Glt	69 60	Frç	86	Lunenburg (N-S)	Sp-B-Ht-P;ch.m fr; (sal);sfb;p.n.99;SS.99; rp.03.	21.27 69-10	6.72 22-0	2.71 8-11	.....	St-Pierre- Miquelon	P. Mazier	St-P.03 c.v.03			
✠	57	PAUL-&-MARIE, <i>Lesqueren.</i> (7.02)			16	3/3, L	1.1.	3 m B-G	322 272	Frç	02	St-Malo <i>Soc. de Construc- tions Navales</i>	C-Or-Ht;ch.m-frg; (sal);d.m.7.02;rp.05.	38.25 125-6	8.33 27-4	3.86 12-6	.....	St-Malo	E. Honduce	St-M. 6.05 c.v.6.05			
.	58	PAUL-&-MARIE, <i>Pelliard.</i> (4.07)			12-2	3/3, P	1.1.	Glt	56 37	Frç	65 re.99 O.07	Essex	C-PP-Hk-Sp-M;ch.m-frg; (sal);sfb;car.10.04; rp.07.	21.18 69-6	6.31 20-8	2.41 7-11	.....	St-Pierre- Miquelon	P. Biraben	St-P. 4.07 c.v.4.07			
✠	59	PAULETTE, <i>Lepivert.</i> (9.04) 86-04			13	3/3, G	1.1.	GSm	15 142 189	Frç	04	Nantes <i>Alleau</i>	C;ch.m-frg;d.ft- cv.9.04.	32.01 105-0	7.57 24-10	3.57 11-9	.....	Dahouët	Léon Carfen- tan	Nt. 04			
✠	60	PAULETTE, <i>Lequimener.</i> (4.02) (3/3, P. 1.1.)			13	...	..	Glt	67	Frç	02	Le-Palais <i>Gallo-Conan</i>	C-Or;ch.m-frg;d. ft-m.4.02.	23.60 77-5	5.95 19-6	1.98 6-6	.....	Nantes	Fleuriot	B-I. 02			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH — — —	BEAM — — —	DEPTH OF HOLD — — —	FREE BOARD — — — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	61	PAULINE, <i>Cavan.</i> 05-05	(8.05)	13-4	5/6, G	2.1.	Glt	115 88	Frç	68 O.06	Gravelines <i>Hochart-La- vallée</i>	C-Or.ch.cv.frg;(sal) sfb;SS.89;car.4.06;rp.04	25.80 84-8	6.50 21-4	3.32 10-11	.....	Lannion	J. Prigent	Pmp. 4.06
.	62	PAULINE, <i>Merlen.</i>	(1.05)	10-4	5/6, P	1.1.	Slp Dy	79 61	Frç	84 O.05	Boulogne	C-Or-PP;ch.frg;sfb;p. n.94;grp.94;car.10.01; rp.02.	22.25 73-0	6.44 21-2	2.88 9-6	.....	Dunkerque	G. Cortier	Dk. 2.05 c.v.2.05
.	63	PAULINE, <i>Esnol, A.</i>	(3.97)	11-6	—	—	Lg	42	Frç	83 O.97	Tréport	C-Or;ch.frg;sfb;rp- car.5.97.	15.48 50-10	5.25 17-3	2.95 9-8	.....	Cherbourg	Capt(aRegne- ville)	Hv. 97
.	64	PAULINE, <i>Tear.</i> 05-06	(7.02)	9	3/3, P	1.1.	Glt	134 115	Rss	02 O.06	Kielkond <i>A. Sepp</i>	P-C;ch.fr;(sal); sfb;car.4.06.	25.24 82-10	6.96 22-10	3.05 10-0	.....	Arensburg	I. Tear & Co	Riga 4.06
.	65	PAULINE, <i>Krutkramer.</i> (9.90)		8-4	—	—	Glt	100 84	Rss	rc.90	Riga	C-P.ch.fr.G-E;sfb; p.P.88;rc.90;rp.92.	24.60 80-9	6.63 21-9	2.67 8-9	.....	Riga	K. Brigmann & Co	Riga 92 c.v.92
✠	66	PAULINE-LOUISA, <i>Turbot.</i> 98-03 (2.03)		15	3/3, G	1.1.	Glt	172 135	Frç	03	LaBichardais <i>L. Tranchemer</i>	C-Or;ch.m.frg;sfb.	28.65 94-0	7.07 23-2	3.43 11-3	.....	Dunkerque	Aristide Pon- cel	Dk. 10.05
✠	67	PAULINE-&-MARIE, <i>Perrodo.</i> (11.94)		13-4	—	—	Glt	121 96	Frç	67 O.94	Méans <i>Olliveaud</i>	C.ch.frg;sfb;SS.86; rp-car.6.96.	23.3 76-6	6.7 22-0	3.23 10-7	.....	Nantes	Cardinal	Aur. 96
✠	68	PAULUS, <i>Bachmann.</i> (6.95) 99-04		12	—	—	Glt	210 189	Rss	95 O.02	Ilgezeem <i>Ohrmann</i>	P-C;ch.frg;sfb;(sal) sfb;rp-car.12.05.	29.39 96-5	7.54 24-9	3.89 12-9	.....	Riga	R. Seeberg	Glsg. 12.05
✠	69	PÊCHEUSE, <i>Hannicotte.</i> (3.96)		16	3/3, G	1.1.	Glt	150 126	Frç	96 O.02	Dunkerque <i>Recquet</i>	C-Or;ch.cv.frg;sfb; (sal);car.11.02.	31.09 102-1	6.88 22-7	3.71 12-2	.....	Dunkerque	F. & L. Cor- tier frères	Dk. 2.06 c.v.2.06
.	70	PEDER (ex-Martha), <i>Hansen,</i> <i>J. P.</i> (10.96). (3/3, P. 1.1.)		13	...	...	Gls	65 54 61	Dan	96	Barth <i>G. Holzerland</i>	C-Ht;ch.frg;sfb; (sal);rp.02.	20.28 66-5	5.46 17-9	2.36 7-7	.....	Faxe	Capt	Stt. 02 c.v.02
.	71	PEDESTRIAN, <i>Langmaid.</i> (3.07)		13-3	5/6, G	1.1.	Glt	142 119	Ang	77 O.07	Barnstaple <i>Westacott</i>	C-PP-Or;ch.m.frg; (sal);sfb;rp car.3.07.	30.58 100-4	6.78 22-3	3.37 11-1	20 23	Fowey	I. Tregaskes	Flm. 3.07
.	72	PEDRO-LACAVE (ex-Pedro- <i>Gusi, Maristany.</i> (8.06)		13-4	5/6, A	1.1.	Bq 1 P-B	596 509	Esp	74 O.06	Prá	C-Ml-Or-T.ch.m.cv; grp.SS.02;d.ft-m.7.06; rp.06.	40.0 131-3	9.3 30-6	6.30 20-8	.....	Bilbao	T. Gorocica & Co	B.c. 8.06
✠	73	PEERLESS, <i>Eldridge.</i> (10.97)		11-3	—	—	BqG	323 278 265	Ang	82 O.97	Great-Village <i>McLellan &amp; Blac- kie</i>	B-Sp-PP-C.ch.m-fr; (sal);p.Sp;sfb;rp.97;SS. 97;d.ft-m.5.01.	37.54 123-2	9.32 30-7	3.58 11-9	.....	Yarmouth (N-S)	B. Davis	Balt.01
✠	74	PEHR-BRAHE, <i>Movall.</i> 03-04 (6.03)		11-4	—	—	Bq 1 P-B	599 560	Rss	77 O.03	Haraldholm	P.ch.m-fr;(sal);d.ft- m.6.03;SS.96;rp.03.	47.1 154-7	9.5 31-2	5.05 16-7	.....	Marichamn	R. Mattson	Plm. 9.05
✠	75	PELOTAS, <i>Eilertsen.</i> (9.97) 92-07		16	3/3, G	1.1.	B.G A.&G.P.	210 185 173	Nrw	97 O.04	Brake <i>G. H. Thyen</i>	C-Ht-PP.ch.m.frg; (sal);sfb;grp-car.6.04.	32.45 106-6	6.48 21-3	3.28 10-9	.....	Kopervik	O. L. Waage	Wes. 3.07 c.v.3.07

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

PER

NAVIRES & CAPITAINES			CLASSIFICATION		GRIEMENT NOMBRE DE PONTS	TONNAGE Brut Net	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — REPARATIONS	LONGUEUR EN PIEDS ET POUCES	LARGEUR EN PIEDS	CREUX DE CALE EN PIEDS	FRANC BOORD RAC SALÉE EN LBS ou POUNDS	PORT D'ARMEMENT	ARMATEURS	Dernière VISITE	
Prénoms et noms de VENTE DE LA PETITE CHAUDIÈRE	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL	DATE DU TERME	DIVISION & PRIME	COTE														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
76	PENOBSCOT, <i>McCauley</i> . (12.98)		13-4	—	—	Bq 2 P 1133 1067 994	Amr	78	Bucksport (Me) <i>Hill &amp; Gann</i>	C-Hk-B-Ht-PP.ch.m. fr.sal.rp.SS.24.4.00 4.00	56.4 185-1	11.3 37-1	6.71 22-0		Boston	John S. Emery & Co.	N-Y. 90	
77	PENSACOLA <i>ex-Avo-Christo-fore, Simonetti</i> . (8.99)		13-3	—	—	Bq 1 P-B 1000 982 920	Itl	78	Varase <i>A. Cerruti</i>	C-PP-Ht.ch.m-frg.p. PP.94;d.ft-m.4.00;grp. SS.92	54.1 177-6	9.5 31-3	7.04 23-1		Gènes	G. Piaggio fa G. B.	Gn. 90	
78	PENSÉE, <i>Legoff</i> . (5.05) 05-05		13-4	3/3, P	1.1. c.P.	Kt 49	Frq	90	Painapol <i>Filvin</i>	C-Or-PP.ch.frg; (sal);sf;rp-car.8.03	19.9 65-4	5.2 17-1	2.60 8-7		Lannion	Legoff	Fr. 90	
79	PEPITA, <i>Wessberg</i> . (2.06)		11-3	5/6, G	1.1. 3mG	— 260 230	Sds	69	Carlshamn <i>D. R. Anderson</i>	C-P.ch.m;sf;bp.n. S4;grp-car.SS.2.00	36.3 119-0	7.8 23-7	3.90 12-10		Lerbergset	M.L. Pålsson	Den. 90	
80	PEPPINO <i>ex-Roberto, Depasquale</i> . (7.95)		13-1	—	—	Bk 1 P-B 251 224	Ang	73	Alimuri	C-Ml.ch.m-frad.ft- m.9.89;grp.SS.85;rp.92	29.8 97-9	7.3 23-0	4.90 16-1		Malte	G. Galdeo	Npl. 90 c.v.96	
81	PEPPO <i>ex-Viola, Liguori</i> . (5.05)		I	3/3, I	1.1. A.&c.P.	Bq 1 P-B 611 583	Itl	68	Liverpool <i>T. Royden &amp; Sons</i>	F; 2 comp;rp-car. 5.05.	52.32 171-8	8.46 27-9	5.31 17-5		Castella- mare	G. Esposito (Meta)	Fr. 90	
82	PERA, <i>Teschner</i> . (5.95)		I	—	—	3m 2P 1768 1614	Alm	90	Goostemünde <i>Joh. C. Tecklenborg</i>	A; 2 comp;rp-car. 5.95.	76.94 232-5	12.19 40-0	6.83 22-5		Hambourg	F. Laisz	Hbz 95	
83	PERCE-SEIGE, <i>Zion</i> . (11.99) 99-03		16	—	—	Glt 185 107	Frq	90	St-Malo <i>Gautier</i>	C-Orp.ch.m-frg;sal. ft-m.12.00;rp.98;p.P. 05.	32.88 107-10	7.07 23-3	3.48 11-5		Binic	Verry Jeanne	Fr. 90	
84	PERDICA, <i>Sideris</i> . (10.00)		12-3	—	—	Bmb 48	Tre	72	Metellino	C-P.ch.m-frsfb; car.10.00.	18.00 59-1	7.00 23-0	3.00 9-10		Metellino	Gio. Belli	Aly. 90	
85	PERE-JACQUES, <i>Rouault</i> . (3.04)		13-3	—	—	Bk 202 190	Frq	77	Nantes <i>Alleau &amp; Aubert</i>	C-PP.ch.m-frg;1.ft.m. 4.95;SS.98;rp.00;p.S. 06.	29.4 96-0	7.2 23-8	3.88 12-9		St-Servan	Math. Guibert & fils	Fr. 90 c.v.1.06	
86	PERICLES <i>ex-Senator-Frje, Lecuyer</i> . (5.00)		13-3	3/3, G	1.1. Glt	80 47 80	Frq	87	Gloucester Mass	C-PP-P.ch.m-frg; (sal);sf;bp.n.1.00; ext.1.00	29.97 84-3	7.00 23-2	2.60 8-5		St-Pierre- Miquelon	La Morue Français	Fr. 90	
87	PERLE, <i>Le Masson</i> . (11.05) 92-03		13-3	3/3, G	1.1. Glt	141 136	Frq	90	Binic <i>L. Miron</i>	C-Or.ch.frg;sf; rp-car.2.03.	31.72 104-2	7.19 23-8	3.55 11-8		Binic	L. Verry-Car- lant	Fr. 90	
88	PERRITON, <i>Perkins, E. J. S.</i> (6.06)		13-3	3/3, G	1.1. Glt	90 74	Ang	81	Minchael	C-Or-PP.ch.frg;sal; sf;car.0.05;rp.06.	22.56 74-0	6.42 21-5	3.08 10-1	16 19	Boisgwa- ter	Capt	Fr. 90	
89	PERSEVERANCE, <i>Perry</i> . (3.00)		12-3	—	—	B-G 160 117	Ang	62	Fowey	C-Or-Gr-PP.ch.m-frg; sf;bp.P.SS;grp.SS.91; rp-car.3.00.	30.56 100-3	6.60 21-8	3.74 12-3		Fowey	W. Perry	Fin. 90	
90																		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS		MATERIALS — SHEATHING — REPAIRS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER	gross Register — under deck		YEAR of construction	PORT OF CONSTRUCTION — BUILDERS			MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN FEET AND INCHES	DEPTH OF HULL IN FEET AND INCHES							
	1	2	3				4			5	6					7	8	9	10	11	12	13
✠	91	PERSEVERANCE, <i>Gossart.</i> (12.03)	13-4	5/6, G	1.1.	Glt	116 95	Frç	80 0.03	Dunkerque <i>D. Vanvancwen berghe</i>	C-Or.ch.ev-frg;sfb;p.S. 94;SS.94;car.11.00.	26.3 86-4	6.8 22-4	3.27 10-9	.....	Dunkerque	Ambrosius & fils aîné	Dk. 2.06 c.v.1.06				
.	92	PERSÉVÉRANT, <i>Lourec.</i> 02-04 (10.05)	12-3	5/6, P	1.1.	Kt	53 46	Frç	74 0.05	Boulogne	C-Or-PP;ch.frg.sfb;S. A.p.n.9S;grp. SS.98;rp- car.10.05.	18.8 61-8	6.1 20-0	2.59 8-7	.....	Brest	Morice	B-I. 10.05				
✠	93	PERSIA, <i>Cogswell.</i> (11.05)	12-3	5/6, A	1.1.	Bq 1 P-B	598 578 560	Ang	86 0.05	Hantsport (N-S). <i>E. Churchill &amp; Sons</i>	Sp-B-Ht-C.ch.m-frg; (sal);d.ft.m.11.05;SS.00; rp.05.	47.4 155-7	10.89 35-9	5.18 17-0	.....	Windsor (N-S)	W. H. Baxter (Canning,NS)	N-S. 11.05				
✠	94	PERSIWALD, <i>Pålsson.</i> (7.06)	14	3/3, G	1.1.	G3m	116 98	Sds	06	Viken <i>J. Hagermann</i>	C=P;ch.frg;(sal); sfb.	26.51 87-0	6.53 21-5	2.87 9-5	.....	Viken	Alb. Petters- son	Got. 7.06				
✠	95	PESTALOZZI, . . . . (2.91)	1	—	—	Bq 2 P	1065 995 966	Nrw	84 V.91	Hamburg <i>Blohm &amp; Voss</i>	F; 3 comp; 1 p.PP; 1 p.S;car.2.91.	61.0 200-2	10.4 34-1	6.08 19-11	.....	Lillesand	O. Terjesen	Hbg 91				
✠	96	PETER, <i>Meyer, Cl.</i> (8.06)	14-6	5/6, P	1.1.	Ev dv	58 45	Alm	79 0.06	Haseldorf <i>D. Schwartz</i>	C.ch.frg;sfb; 1/2 Vfd.plt; (sal);p.S;rp.90;car.7.06.	19.6 64-4	5.7 18-8	2.00 6-7	.....	Klint	Capt . . .	Hbg 8.06				
✠	97	PETER, . . . . . (3.92)	14-4	—	—	Glt	127 118	Ang	71 0.92	Edeweicht <i>Cramer</i>	C-Ht.ch.frg;sfb;p.n. 87-92;SS.87;rp-car.3.92.	25.1 82-4	6.3 20-8	3.13 10-3	.....	Kirkwall	W. Suther- land	Ld. 94				
✠	98	PETER, <i>Olsen, J.</i> (3.06)	13-2	3/3, G	1.1.	Glt	74 63 68	Dan	83 0.06	Flensburg <i>B. Techant</i>	C Ht-P.P.ch.frg.sfb; (sal)p.S;grp.86;car.4.02; SS.06.	23.2 76-1	5.3 17-5	2.87 9-5	.....	Marstal	Capt	Svdb. 3.06 c.v.05				
✠	99	PETER, <i>Jørgensen.</i> 80 - 80 (5.06)	16-6	5/6, G	1.1.	Glt	73 63 67	Dan	80 0.06	Thurø <i>J.Ph.Jørgensen</i>	C-Ht.ch.frg;sfb;rp- car.SS.5.06.	22.7 74-6	5.4 17-9	2.54 8-4	.....	Svendborg	J.Ph. Jørgen- sen	Svdb. 5.06				
.	100	PETER, <i>Ehrhardt.</i> (12.06) 82 - 03	10-3	3/3, G	1.1.	G3m	272 245	Rss	91 0.07	Haynasch	P-C;ch.frg;sfb(sal) car.SS.10.07.	36.25 118-11	7.56 24-9	3.53 11-8	.....	Pernau	John Mikel- son	Riga 10.07				
✠	101	PETER-MARIA, <i>Rubarth. P.</i> (7.04)	13-6	3/3, P	1.1.	Glt	40 32	Alm	89 0.05	Barth <i>C. Holzerland</i>	C-Ht;ch.frg;sfb; (sal);p.P;car.SS.5.05.	15.53 51-0	4.53 14-10	2.13 7-0	.....	Barth	Capt	Bith 5.05				
✠	102	PETER-RICKMERS, P.C. 7.5-107 (7.04) <i>Bachmann.</i> (9.05) 80 - 07	1	3/3, L	1.1.	4 m 2 P	2926 2751 2714	Alm	89 V.05	Port-Glasgow <i>Russell &amp; Co</i>	A; 2 comp; 1 p. A; 1 p.P;grp-car.12.06.	101.19 332-0	13.54 44-5	7.77 25-6	.....	Bremer- haven	Rickmers Reis- muhlen, Rhederei & Schiffbau A. G.	Wec. 12.06				
✠	103	PETIT-ALAIN, <i>Prigent.</i> (2.97)	13	3/3, G	1.1.	Glt	115 91 107	Frç	96 0.05	Chantenay <i>P. Sevestre</i>	C-Or;ch.frg;sfb; grp-car.6.05.	26.70 87-8	6.55 21-6	2.90 9-7	.....	Dunkerque	Sté Navale du Nord	Chb 6.05				
✠	104	PETIT-JACQUES, <i>Luco.</i> (5.06)	16-6	3/3, G	1.1.	Dy	92 74	Frç	90 0.06	Nantes <i>A. Blineau</i>	C;ch.frg;sfb;(sal); car.5.03;SS.06.	22.94 78-8	6.84 12-8	2.92 9-8	.....	Dunkerque	Gilleby	Nt 5.06				
✠	105	PETIT-PIERRE, <i>Nicou.</i> (7.96)	13	3/3, P	1.1.	Dy	45 40 23	Frç	96 0.06	Nantes <i>A. Blineau</i>	C;ch.frg.sfb;p.S; R.A.3.80;car.6.06.	17.60 57-9	5.20 17-1	2.01 6-7	.....	Nantes	Capt	B-I. 6.06				

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



[illegible]

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	RIG	GROSS	Register under deck				SHEATHING	REPAIRS							
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
	121	PIERRE-BERNARDO (ex-Gold-finch), Mannoir. (1.00)	10-8	3/3, G	1.1.	B-G	194 153	Frç	98	Liverpool (N-S)	Sp-B-Ht-P; ch.m. frg; (sal); d.m.1.06.	34.15 112-1	7.86 25-10	2.91 9-7	.....	St-Pierre-Miquelon	Jean Legasse (à Bayonne)	St-M. 2.06		
✠	122	PIERRE-LABBÉ, Eabours. — 04 (1.02)	15	3/3, L	1.1.	3m B-G	808 279	Frç	03	La Richardais L. Tranchemer	C-Or; ch.m-frg; d. cv.1.02	40.60 133-7	8.82 28-11	4.05 13-4	.....	St-Servan	Ansbert Labbé (Paris)	St-M. 04		
✠	123	PIERRE-LOTL, Gicquel. P. C. 7-100 (5.05)	1	3/3, L	1.1.	Bq A.&c.P.	2195 1926	Frç	01	Nantes Chantiers Nantais	A: 2 comp; D. 16m50; R. 7m50 & 12m60; G. 12m; car. 6.07.	84.44 277-1	12.31 40-5	6.87 22-6	56 1/2 59 1/2	Nantes	Norbert & Claude Guillon	Av. 6.07		
✠	124	PIERRETTE, Le Barbu. (2.94)	16	3/3, A	1.1.	Glt	157 128	Frç	94	Paimpol Laboureur	C-Or; ch.m-frg; (sal); 2/3 p.n.04; d.ft-m.11.03; rp.06.	31.40 103-1	7.18 23-7	3.56 11-8	.....	Paimpol	E. Dufilhol & fils (à Lorient)	Pmp. 2.07		
	125	PIETRO-B., Gallo. (11.02) 90-96	12-2	—	—	Glt pol	160 152	Itl	76	Castellamare D. Acafora	C; ch.m-frg; d.ft-m. 6.96.	29.38 96-5	7.39 24-3	3.85 12-8	.....	Palerme	Vito Borruso	Trst 02		
	126	PIETRO-LOFARO, Cerase. (10.02) (3/3, A. 1.1.)	14	...	..	G3m 1 P-B	516 512	Itl	02	Torre-del-Greco M. Trambarulo	C-P; ch.m-frg; d.ft-m.10.02.	43.88 144-0	9.12 30-0	5.61 18-5	.....	Naples	Francesco Lofaro (à Torre-del-Greco)	Mrs. 03 c. v. 03		
	127	PIETRO-PADRE (ex-Nicolina), d'Artiano (8.04)	14-4	3/3, G	1.1	Glt	77	Itl	87	Viareggio	C-P; ch.frg; sfb; rp-car. SS.9.04.	22.60 74-2	6.58 21-7	2.75 9-0	.....	Livourne	A. d'Artiano	Lvn. 04		
	128	PIETRONELLA, Kramer. (3.04)	1	3/3, G	1.1.	Glt	193 157 187	P-B	00	Martenshoek G. & J. Verstoelt	A-F; 2 comp; p.A; car. 5.07; rp.05.	31.23 105-5	7.13 23-5	3.00 9-10	.....	Groningen	Capt	Hbg. 5.07		
✠	129	PIETRONELLA, de Vries, J. (5.07)	1	3/3, G	1.1.	Tk dv bac	118 91 104	P-B	03	Vierverlaten Wm Mulder	A: 2 comp; G E; fd. pl; 1/2 D. 3m60; R. 4m68; car. 5.07.	28.21 92-7	5.92 19-5	2.35 7-9	.....	Groningen	Capt	Gng. 5.07		
	130	PIETRONELLA, de Boer, M. H. (5.05)	1	3/3, P	1.1	Tjk dr. bsc.	77 74	P.B	87	Martenshoek Gebr. Bodewes	F; 3 comp; G-E; fd. pl; p.F; rp-car. 5.05	22.2 72-10	4.9 16-1	2.15 7-1	.....	Groningue	Capt	Wes. 5.05		
	131	PIETRONELLA-DE-BOER, Christiansen. (8.89)	12-3	—	—	K ff 4m dv	61 52	Dan	68	Martenshoek W. G. Bodewes	C; sfb; G-E; SS.85; rp-car. 8.89.	23.6 77-5	5.4 17-8	2.18 7-2	.....	Hobro	C. Jensen	Aarh 89		
	132	PILOT, ..... (3.98)	10-4	—	—	Glt	53	Ang	76 re. 98 0.98	Grand-Bank (T-N)	Mrs-Sp-P; ch.frg; sfb; (sal); p. Sp. re. SS.93; car. 3.98.	.....	.....	.....	.....	St-John's (N-F-L)	B. G. Reeves	St-P. 00 c. v. 00		
	133	PILOT, Hansen, H.J. (10.01)	12-6	—	—	Kt	87 47	Dan	83	Burton	C-P; ch.frg; sfb; SS. 01; grp-car. 5.04.	23.40 76-5	6.25 20-6	3.17 10-5	.....	Osterö	Capt	N-C. 04		
✠	134	PILOTE-N°-1, Jannetkeyn. (12.99) (3/3, G. 1.1.)	15	...	..	Glt lat.	78	Frç	99	Dunkerque J. Fauvage	C-Or; ch. cv-frg; d.ft. cv. 12.99.	24.58 80-8	5.77 18-11	2.90 9-6	.....	Dunkerque	Administration du Pilotage	Dk. 99		
	135	PILOTE-N°-1, Raoult (10.89)	10-3	—	—	Slp	61 49	Frç	65	Dunkerque A. Lefebvre	C-P; ch. cv-frg; sfb; car. 10.87; rp. 90.	17.96 59-0	5.43 17-10	2.72 8-11	.....	Dunkerque	Vandoorine	Dk. 90 c. v. 90		

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

— SURVEILLANCE SPEC. —	NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE	FRANC BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE			Brut — Net — Sous le pont	DOUBLAGE — RÉPARATIONS												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠ 136	PILOTE-N°6, <i>Neuts</i> . (6.07) Bateau-pilote.	15	3/3, Y	1.1.	Glt	88 27	Frç	07	Dunkerque <i>A. Ecolin</i>	C-Or; ch. cv. frg; d. ft. cv. 6.07; p.S	25.30 83-0	6.56 21-5	3.04 10-0	.....	Dunkerque	Service du Piloteage	Ok. 6.07			
137	PINELOPI ( <i>ex-Caterina-Capuro</i> ), <i>Zatzaroni</i> . (4.04)	14-3	—	—	Bq 1 P-B	567 424	Gre	79 O.04	Sestri-P.	C-PP; ch. m. frg; grp; SS.04; d. ft. m. 12.03.	45.00 147-8	8.00 26-3	5.60 18-4	.....	Le Pirée	D. Zatzaroni (Syra)	Cnst.04			
138	PINELOPI ( <i>ex-Star</i> ), <i>Cacalis</i> (9.00)	13-4	—	—	Bq 1 P-B	464	Tre	75 O.00	Angleterre	C-T-PP; ch. m. fr; d. m. 9.99; rp. SS.00.	42.00 137-10	8.60 28-2	6.10 20-0	.....	Constanti- nople	Nicolaos Moskos	Cnst.00			
✠ 139	PIONNIER, <i>de Waard</i> . (5.83)	15	—	—	Glt	110	P-B	83	Anvers <i>H. Wappers</i>	C-PP-Ht. ch. frg; ( <i>sal</i> ); sfb; p. PP; car. 8.87; à vi- vier.	28.0 91-10	6.9 22-8	3.41 11-2	.....	Middel- kruis	P. L. Slis & Zoon	Av. 02			
140	PIPI-KALIMASIA, <i>Kalimasia</i> (7.98)	13-3	—	—	Bq 1 P-B	500	Gre	72 O.98	Lavagna	C-PP-Ht. ch. m. fr; grp. SS.98; d. ft. m. 7.98.	.....	.....	.....	.....	Syra	N.D.M. Kali- masia	Alx. 98			
✠ 141	PIQUE-AU-VENT, <i>Le Page</i> . 00-04 (5.04)	16	3/3, G	1.1.	Glt	117 87	Frç	04	Kerity <i>Bonne</i>	C-Or. Ht; ch. frg; ( <i>sal</i> ); sfb; grp. car. 10.95; rp. 06.	26.50 87-0	7.04 23-1	3.06 10-0	.....	Le Ligué	Le Bigot (à St-Brienc)	Ld 2.06			
✠ 142	PIRAT, ..... (1.92)	1	—	—	Bq 2 P	1053 991 965	Alm	83 V.92	Hamburg <i>Blohm &amp; Voss</i>	F; 3 comp; 1 p. PP; 1 p. S; rp. 86; car. 1.92	61.0 200-2	10.4 30-10	6.08 19-11	.....	Hamburg	F.C Bramslöw	Hbg 96			
✠ 143	PISAGUA, ..... (10.92)	1	—	—	Bq 4m 2 P	2566 2678 2677	Alm	92	Geestemünde <i>J. C. Tecklenborg</i>	A; 2 comp; D. 5m 79; R. 18m 29; G. 9m 75. 1 p. PP; 1 p. S.	94.41 309-8	13.85 45-5	7.92 26-0	.....	Hamburg	F. Laeisz	Wes.92			
✠ 144	PITRE-ALCIDE, <i>Danic</i> . (3.06)	13-3	5/6, G	1.1	Bk	172 149	Frç	72 O.06	Méans <i>Ollivaud</i>	C. ch. frg. sfb; SS.93; rp. car. 3.06.	26.2 86-0	7.1 23-4	3.64 11-11	.....	Auray	Capt (Trinité sur-Mer)	B. I. 3.06			
✠ 145	PITTAN, <i>Leelkahn</i> . 90-05 (7.98)	12	3/3, G	1.1.	B-G 3m	321 305 277	Rss	98 O.05	Haynasch <i>Hohnsin</i>	P-C; ch. frg; ( <i>sal</i> ); sfb; grp. 60; rp. 02; car. 5.05.	38.86 127-6	8.48 27-10	3.68 12-1	.....	Riga	A.W. Weide (à Haynasch)	Riga 5.07			
146	PLANET, <i>Ris</i> . 05-06 (10.07)	8-4	3/3, P	1.1.	G3m	91 81	Rss	00 O.07	Arensburg	C-P; ch. fr; sfb; car. SS.10.07.	21.34 70-0	6.90 22-7	2.62 8-7	.....	Arensburg	P. Kurol & M. Raist	Riga 10.07			
✠ 147	PLANTER, <i>Chase</i> . (8.86)	12	—	—	3m G	525 499	Amr	86 O.92	Port-Ludlow <i>Chas. Murray</i>	C-P. ch. m. frg. sfb; ( <i>sal</i> ); p. P; car. 1.96.	48.3 158-6	11.4 37-4	4.09 13-5	.....	San-Fran- cisco	E.E. Kentfield & Co	S-F. 96			
148	PLATA, voir LA-PLATA.																			
✠ 149	PLYMOUTH, <i>Fielding</i> . (11.99)	13-6	—	—	Bq 1 P-B	1350 1311 1169	Ang	79 O.99	Hantsport(N-S) <i>E. Churchill &amp; Sons</i>	B-Sp-PP-C. ch. m. frg. ( <i>sal</i> ); SS.99; d. it. m. 5.03; rp. 00.	60.35 198-0	12.19 40-0	7.08 23-3	.....	Windsor (N-S)	G. W. Chur- chill & Sons	Bst. 03			
✠ 150	POCOPSON, <i>Edstrand</i> . Barge. (1.06)	15	3/3, G	1.1.	2 m 1 P-B	721 623	Amr	06	Noank (Con.) <i>R. Palmer &amp; Son</i>	C-PP; ch. frg; ( <i>sal</i> ); sfb.	53.94 177-0	10.66 35-0	4.32 14-2	.....	Philadel- phia	Philadelphia & Reading Transp. Co	N.Y. 1.06			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS		CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND														
	DATE OF TERM																		
	1	2			3														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	151	POLANA, <i>Jahnberg.</i> (9.99) 03-07	11	3/3, P	1.1.	Glt	147- 139	Rss	99 O.03	Dondangen <i>Tuum</i>	P-C; ch. fr; sfb; (sal); car. 10.07.	26.06 85-6	6.74 22-1	3.20 10-6	.....	Dondangen	Rosenfeldt, Jan- borg & Ottmann	Riga 10.0	
.	152	POLARIS, <i>Sukstorw.</i> (6.99)	7	—	—	Glt	136 129	Rss	99 O.04	Kasperwiek <i>A. Kelka</i>	P; ch. fr; sfb. rp. 01; car. 9.04.	28.98 88-5	7.39 24-3	3.02 9-11	.....	Reval	J. Sukstorw, J. Mickman & E Tideman	Ptb. 04	
✠	153	POLARSTERN, <i>Ottmann.</i> 83-05 (4.03)	12-9	3/3, G	1.1.	Glt	159 135	Rss	03	Windau <i>Braun</i>	P-C; ch. frg; (sal); sfb.	26.53 87-1	7.77 25-6	3.11 10-2	.....	Windau	Kirstein Erben	Lib. 6.05	
.	154	POLLUX, ..... (5.01)	9-3	—	—	Glt	241 227 217	Sds	72 O.01	Skien	C-P; sfb; grp-car. SS.5.01; rp. 03.	33.50 106-8	7.31 24-0	3.69 12-1	.....	Fredrik- stad	L. Schubeler & C <sup>o</sup>	Hrps 03	
.	155	POLLY-&-EMILY, <i>Whitefield</i> (7.95)	13-5	—	—	G3m	160 134	Ang	73 O.96	Littlehamp- ton	C-PP-Or; ch. m. sfb; rp-car. 3.96	29.74 97-7	7.09 23-3	3.76 12-4	.....	Bideford	Capt	Flm. 99 c.v. 99	
✠	156	POLSTJERNAN, <i>Larsson.</i> (9.96)	12-4	—	—	Bq	345 303 295	Sds	76 O.96	Hernösand <i>Fr. Hägglund</i>	P-C. ch. m. frg; (sal); p. S; rp. SS. 93; sff. pr. 93; d. ft. m. 1.97; rp. 97.	40.2 131-11	8.0 26-3	3.86 12-8	.....	Kristiano- pel	S. Helander	Hlsb 97	
✠	157	POLYNESIA, <i>Ricc.</i> (6.97)	I	—	—	3 pole m 1 P-B	3562 3243	Amr	97	Cleveland <i>Globe Iron Works</i>	A; 3 comp; R. G. (W3 cell.); 1 p. A.	114.60 376-0	14.02 46-0	7.93 26-0	.....	Fairport (Ohio)	Jas. Corrigan	Chc. 97	
.	158	PONCEÑO, <i>Segui.</i> (9.07)	12-6	3/3, A	1.1.	B-G 3m	246 199	Esp	07	Palma <i>S. Llompart</i>	C-PP-P; ch. m. frg; d. m. 9.07.	32.91 104-9	8.47 27-10	4.01 13-2	.....	Palma	Segura, Bonnin & C <sup>o</sup>	Brc. 9.07	
✠	159	PONT-L'ABBÉ, <i>Legall.</i> (9.97)	14-3	—	—	Ctt	54 45	Frç	79 O.97	Nantes <i>J. Sevestre</i>	C. ch. frg. sfb; rp-car. SS. 7.92.	18.9 62-1	5.6 18-5	2.31 7-7	.....	Nantes	G. Legall	Nt. 97 c.v. 97	
✠	160	PONTESINHA, ..... (11.96) (3/3, I. 1.1.)	15	...	...	Gtt	14 12	Brs	96	Elmshorn <i>Joh. Thormählen &amp; C<sup>o</sup></i>	C-Ht-PP; ch. m. frg; G. E; p. S; d. ft. m. 11.96.	13.36 43-10	3.52 11-7	1.33 4-4	.....	Pernambu- co	Aktien Gesell- schaft Powder Factory	Hbg 96	
.	161	PONTON-GRUE, .... (2.05)	I	3/3, I	1.1.	—	94	Alm	05	Port-de-Bouc <i>Chantiers de Provence</i>	A; 1 p. A.	27.50 90-3	8.00 26-3	1.35 4-5	.....	.....	Syndicat des Charbonnages de Westphalie	Mrs. 2.05	
.	162	PONTON-GRUE, ..... (2.05)	I	3/3, I	1.1.	—	94	Alm	05	Port-de-Bouc <i>Chantiers de Provence</i>	A; 1 p. A.	27.50 90-3	8.00 26-3	1.35 4-5	.....	.....	Syndicat des Charbonnages de Westphalie	Mrs. 2.05	
✠	163	PORTEUR-DE-DÉBLAIS-N <sup>o</sup> -I, ..... (4.06)	I	3/3, R	1.1.	—	85 26	Ptg	06	Haarlem <i>Werf Conrad</i>	A; 4 comp.	24.00 78-9	5.50 18-0	2.00 6-7	.....	San-Thomé	Gouvernement Portugais	Am. 4.06	
✠	164	PORTEUR-DE-DÉBLAIS-N <sup>o</sup> -II, ..... (4.06)	I	3/3, R	1.1.	—	85 26	Ptg	06	Haarlem <i>Werf Conrad</i>	A; 4 comp.	24.00 78-9	5.50 18-0	2.00 6-7	.....	San-Thomé	Gouvernement Portugais	Am. 4.06	
✠	165	POSTILLON, <i>Blanquart.</i> (3.95)	15	3/3, P	1.1.	Slp Dnd	84 66	Frç	95 O.01	Dunkerque <i>L. Cornemuse</i>	C-Or; ch. frg; (sal); sfb; p. S; car. 9.04.	22.48 73-9	6.76 22-2	2.97 9-9	.....	Dunkerque	Vancanwenber- ghe-Lemaire	Dk. 2.05 c.v. 2.05	

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## PRI

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈVEMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE															
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	166	POUF..... (3.07) Yacht de course.	13	R	..	..	..	Frç	07	Maisons-Laffitte De Coninck & Co	A-Ac-Acj-PP;ch. cv;sfb.	8.56 28-1	1.80 5-11	—	.....	.....	Le Bret	Paris	3.07
.	167	POURQUOI-PAS, Peron. (4.00)	14-4	—	—	Slp dv	36	Frç	78 O.00	Royan	C;ch.frg;sfb;car. 4.00.	15.28 50-2	5.50 18-1	2.45 8-1	.....	Belle-Ile	Peron (Pont Aven)	B-I.	02 c.v.02
✠	168	POURQUOI-PAS, Clou (8.93) (3/3, Y, 1.1.)	15	...	..	Slp	17 14	Frç	93	Bordeaux Bonnin & Derron	C-Or-S.T.ch.cv.frg; sfb;p.S.	16.20 53-2	3.16 10-4	2.80 9-2	.....	Le Havre	Charcot	Bx	93
.	169	PRÉCURSEUR(ex-Precursere), Fouques. (12.01)	13-6	3/3, G	1.1.	3 m B-G	264 296	Frç	93 O.02	Sestri-Po- nente	C-P;ch.m.frg;d.m 11.00;SS.02;rp.04.	45.13 148-1	8.59 28-2	4.06 13-4	.....	Granville	E. Boudier	Grv.	2.07 c.v.2.07
✠	170	PREFERENCE, Trefry. (11.93)	10	—	—	G3m	272 243 235	Ang	93	Canning(N-S) W. H. Baxter	Sp-B-Ht-C;ch.m- frg;(sal)p.Sp;d.m.9.97.	38.41 126-0	9.14 30-0	3.25 10-8	.....	Windsor (N-S)	G. L. Purdy	Wds.	97
.	171	PREFERENCE, Johansson. (5.06)	10-3	5/6, G	1.1.	Glt	191	Sds	61 O.06	Westervick	P-C;ch.m.frg;sfb; grp.SS.99;rp.04;car.5.04	—	—	—	.....	Mollösund	Thornbernt- ssod	Got.	5.06 c.v.5.06
✠	172	PRÉSIDENT,ex-Président-Kru- ger),.... (3.02)	14-3	—	—	Bq 1 P-B	354 157	Frç	73 O.02	Paspebiaz	S-Mr-PP-C;ch.m;(sal); 1/2 p.n. 93;d.m.12.01; SS.97;rp.02.	40.30 132-3	8.40 27-7	4.62 15-2	.....	St-Malo	Revert	St-M.	2.06
✠	173	PRÉSIDENT-ARMAND, Ber- nard. (2.02) 93-05	16	3/3, A	1.1	Bq	191 163	Frç	02	Marseille	C;ch.m.frg;(sal);d. ft-m.2.02.	35.52 116-7	7.36 24-2	3.49 11-6	.....	Marseille	Sécheries de Mo- rues de Port-de- Bouc	St-P.	6.05 c.v.6.05
.	174	PRESTO, Johansson. (5.00)	14-3	—	—	G3m 1 P-B	284 270	Sds	67 O.00	Rostock	C-P-Ht; ch.frg;sfb; grp-car.5.00.	33.00 103-8	7.90 25-11	4.30 14-1	.....	Paskalla- vik	E.Callerström	Gls	01
.	175	PRIDE-OF-THE-WEST, Ellis. 80-04 (4.04)	14-3	3/3, G	1.1.	Glt	117 19	Ang	80 O.04	Padstow Rawle	C-Or-PP-Gr;ch.m; (sal);sfb;rp.SS.04.	26.97 88-0	6.76 22-2	3.38 11-1	18 21	Plymouth	W. Lawrèy	Plm.	04
✠	176	PRIMA, .... (8.99)	12-3	—	—	Bq 1 P-B	525 478	Sds	76 O.99	Sundsvall J. Sjöten	P-C;ch.m.frg;(sal);sfb; rp.94;grp.SS.94;car.8.99	43.8 143-8	8.4 27-6	5.19 17-1	.....	Landskro- na	F. Schell	Got.	99
✠	177	PRIMA, Jonsson. (1.07) Barge.	11	3/3, P	1.1.	1 m 1 P-B	205 184	Sds	06	Helsingborg Helsingborgs Skeppsvarft.	A; 3 comp.	33.52 110-0	6.71 22-0	2.80 9-2	.....	Helsing- borg	Sulitelma Aktiebolag	Hlsb.	1.07
.	178	PRIMEIRO, Nielsen. (10.97) (3/3, G, 1.1.)	12	...	..	Glt	109 97 96	Brs	97	Rosendal K. Shaaluren	C-PP-P.ch.m.frg; (sal);d.ft-m.9.97.	27.70 91-0	6.80 22-5	2.10 6-10	.....	Macau	S. Nielsen	Hv.	00
✠	179	PRIMEVERE, Conan. (2.93)	16	3/3, G	1.1.	Glt	150 119	Frç	93 O.00	St-Malo Gautier	C-Or;ch.m.frg;sfb; (sal)p.P.1.07;car. 11.04.	30.04 98-7	7.16 23-6	3.53 11-7	.....	Binic	Le Suavé & Galerie frères	St-M.	1.07 c.v.1.07
✠	180	PRIMULA, Karlsen. (10.06)	16-15	3/3, G	1.1.	3mG	181 151 172	Dan	06	Thurø J. Ph. Jorgensen	C-Ht;ch.frg;(sal); sfb.	32.58 106-11	7.53 24-8	3.45 11-4	.....	Svendborg	J. Ph. Jör- gensen	Svdb.	10.06

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FRUITS (SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
DATE OF TERM			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	181	PRIMUS, Bengisson. (3.06)	11-4	5/6, G	1.1.	Glt	217-199	Sds	77	Sobbön	S-C.ch.frg.sfb;(sal); SS.97;rp-car.3.06.	29.4 96-5	7.2 23-8	3.78 12-5	.....	Oroust	J. Abrahams-son	Got. 3.06	
•	182	PRINCE-CHARLES (ex-Tonia), Lemos. (8.00)	13-2	—	—	Bq 1 P-B	602-572	Tre	67	.....	C-P:ch.m-frg;d.ft-m.5.97.	42.50 139-6	9.27 30-5	6.50 21-4	.....	Constanti-nople	Geo. Lemos (Agnousès)	Smn.00 c.v.00	
✦	183	PRINCE-ROBERT, Hansen. (4.98)	I	—	—	4 m 2 P-B	2846-2674-2649	Nrw	93	Liverpool Thomas Roydon & Sons	A.6comp;D.9m80;R.15m66 G.8m99;WT.M.1480 t., 1 p.A; 1 p.P; car.5.02	33.88 308-0	3.76 45-2	7.44 24-5	63 66	Christiania	Alfr. Andre-sen	Glsg 04	
•	184	PRINCESS, Colverson. (12.04)	13-3	3/3, G	1.1.	Kt	100-94-98	Ang	79	Goole W. Wake	C-Or-Gr-PP;ch.m.frg; sfb;rp-car.SS.5.05;p.05.	23.78 78-0	6.50 21-4	2.97 9-9	15 1/2 18 1/2	Goole	C. Rowbot-ham	Hull 9.05	
•	185	PRINCESSE-OLGA, Labat. (5.99)	11-8	—	—	Glt	105-72	Frç	89	La Have (N-S)	B-Sp-C;ch.m-frg; (sal);d.cv.97.	24.14 79-2	7.25 23-10	2.65 8-8	.....	Pointe-à-Pitre	Fernand Ozier (à Bellevue)	Mtn.01	
✦	186	PRINCIPS-GIORGIOS (ex-Bro- thers-Apap), Tsatsaronis. (4.00)	13-4	—	—	Bq 1 P-B	700-674-654	Grc	70 re.95 O 00	Castellamare L. Trambarulo	C;ch.m;p.P;rc.SS. 95;d.ft-m.4.00;rp.01.	46.58 152-10	10.30 33-10	6.40 21-0	.....	Santorino	G. K. Volicas (Pirée)	Trst.01	
✦	187	PRINS-VALDEMAR, Winther. (7.01)	I	—	—	Bq 2 P	1361-1239-1221	Dan	92	Elsinore Helsing- gørs Jernskibs & Maskinbyggeri	A.2comp;2 p.Bois; R.A.10m05;car.7.01.	68.90 221-9	10.04 37-1	6.56 21-9	.....	Nordby	(Aktieselskabet Barkskibet «Prins Val- demars» Rederi	Av. 01	
✦	188	PRINSES-WILHELMINA, Jonsson. (3.04)	15-3	3/3, A	1.1.	Bq 1 P-B	387-269	Sds	83	Middelburg J. van Vliet	C-PP-Fer.ch.m-frg; d.ft-m.8.04;rp.SS.04.	37.6 123-5	8.4 27-6	4.40 14-5	.....	Halmstadt	G. Holm	Hlsb. 9.07	
•	189	PRINTEMPS, Burel. (12.00)	14	3/3, A	1.1.	3mG 1 P-B	442-249	Frç	00	St-Malo	C-Or;ch.m-frg;(sal); p.PP;d.ft-m.12.00.	43.51 142-9	9.16 30-1	4.60 15-1	.....	Fécamp	G. Anquetil	Frç 3.05	
✦	190	PRINTEMPS, Le Cohéleac. (4.07)	14-3	3/3, G	1.1.	B-G	140-117	Frç	82	Redon L. Mabon	C-Or.ch.frg;p.sfb; SS.07;rp-car.8.07.	25.1 82-4	6.8 22-4	3.42 7-11	.....	Redon	L. Mabon fils	B-I. 8.07	
✦	191	PRINTEMPS, Poirier. (4.96)	13	3/3, P	1.1.	Slp	40-28	Frç	96	Nantes E. Alleau	C.ch-frg;sfb;car. 4.06.	17.79 58-5	5.48 18-0	1.92 6-4	.....	Nantes	Bouvais-Flon	Nt. 4.06	
•	192	PRINZ-JOHANN, Reha. (7.05) 03-05	10	3/3, G	1.1.	33m	169-150	Rss	05	Kielkond R. Turam	P-C;ch.frg;(sal); sfb;p.P.	27.38 89-10	6.93 22-9	3.33 10-11	.....	Arensburg	M. Kiel	Riga 7.05	
✦	193	PRO-PATRIA, Morvan. 02-06 (9.06)	15	3/3, G	1.1.	Glt	119-98-119	Frç	06	Kérity Bonne	C-Or-Ht;ch.frg; sfb.	26.49 86-11	7.06 23-2	3.11 10-2	.....	Tréguier	J. Morvan (à Pleubian)	Pmp. 10.06	
✦	194	PROCELLARIA, Pinel. (12.94)	13	3/3, G	1.1.	Glt	156-122	Frç	94	Binic L. Minier	C-Or;ch.m-frg;(sal); sfb;car.1.02;p.P.01.	30.89 101-5	7.33 24-1	3.60 11-10	.....	Binic	Le Suavé	St-M. 1.07 c.v.1.07	
✦	195	PROFESSOR-JOHNSEN, Olsen. (6.89)	13-6	—	—	Bq 1 P-B	1126-1058-1044	Nrw	77	Drammen Harem	P-PP-C.ch.m.frg;p.P. d.ft-m.11.91;SS.89;(sal)	55.1 180-9	10.6 35-9	6.60 22-0	.....	Drammen	H. Kjaer & C <sup>o</sup>	Mrs. 93	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONT	TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
196	PROFITIS-ELIAS, Zouroudi. (2.04)	12-3	3/3, G	1.1.	Glt 1 P-B	105	Trc	03	Marmara A. Camboni.	P;ch.m-frg;sfb.	24.00 78-9	6.90 22-8	3.60 11-10	.....	Marmara	Agapito D. Crisocos	Alx. 04		
197	PROGRÈS, Boissel. (4.02)	9-3	—	—	Glt	39 22	Frç	rc.02	St-Pierre-Mi- quelon	Sp-B-Ht-C;ch.m-frg; (sal);sfb;rc-car.SS.3.02.	17.17 56-4	5.31 17-5	2.26 7-5	.....	St-Pierre- Miquelon	J.Légasse&C <sup>o</sup>	St-P 02		
198	PROGRESO (ex-Marchin), Lojo. (10.01)	12-6	—	—	Bq 1 P-B	757 740	Esp	76 O.01	Varase	C-Ml;ch.m;p.n.95; grp.SS.01;d.m.10.01	49.10 161-1	9.10 29-10	6.20 20-4	.....	Coruña	Souto & Piñ- eiro	Brc. 03		
✠ 199	PROMPT, Junge. (9.91)	1	—	—	Bq 2 P	1445 1363 1800	Alm	87 V.91	Hamburg Blohm & Voss	A;3 comp;1 p.PP;1 p.S;rp.88;car.9.91.	70.1 230-0	11.6 38-1	6.36 20-10	.....	Hamburg	F. Laeisz	Hbg 91		
✠ 200	PROSPERARE, Summerville. (7.01)	12	3/3, G	1.1.	G3m	434 378 369	Ang	01	Port-Greville (N-S) H. Elderkin & Co	Sp-B;ch.m-frg; (sal);sfb;rp.05.	44.19 145-0	10.36 34-0	3.66 12-0	.....	Yarmouth (N-S)	Homan & Paddington	Mch. 3.05 c.v.3.05		
✠ 201	PROSPERINO, Dodero. (12.96)	13-4	—	—	Bq 1 P-B	933 903	Itl	76 O.96	Spotorno Ca- denaccio frères	C-PP-Ht-Ml.ch.m.frg.p S;d.ft-m.12.96;SS.SS; rp.92.	53.5 175-6	9.7 32-0	7.18 23-7	.....	Gênes	F.Lavarello& V <sup>ve</sup> P. Figari	Gn. 96		
✠ 202	PROSPERO-E.-DAVIDE, Chiesa. (12.94)	13-7	—	—	Bq 1 P-B	928 899 860	Itl	81 O.94	Sestri-P A. Briasco	C-PP-Ml-Ht.ch.frg.p. P;rp.92;d.ft-m.12.94.	51.7 169-7	9.6 31-8	6.90 22-8	.....	Naples	G. Mazzella	Gn. 94		
203	PROTETTORE, Patranrino. (6.05)	14-1	—	—	Bk 1 P-B	480 456	Itl	77 O.01	Procida N. Scotto	C.ch.m;d.ft-m. 10.01;rp.SS.01.	37.70 123-9	9.51 31-2	5.90 19-5	.....	Naples	G. Nugnes (à Procida)	Npl. 5.05		
✠ 204	PRÖVEN, Schmidt. (12.03) 91-92	12-4	3/3, A	1.1.	G3m	278 252 249	Dan	92 O.03	Fieholm C. Thorén	P.C.ch.m-frg;(sal); p.P;d.ft-m.8.03;rp.SS. 03.	35.85 117-8	7.60 25-0	3.67 12-0	.....	Marstal	J. C. Carlsen	Hhg 5.07 c.v. 04		
205	PROVIDENCE, Maindru. (1.93)	13-6	—	—	Slp	181 90	Frç	68 O.93	Boulogne Lecerf	C-Or.ch.frg;sfb;p. S;grp-car.SS.9.93;rp.96	24.6 80-9	6.8 22-4	3.30 10-10	.....	Bône	Ducourreaux	Dk. 96 c.v.96		
206	PROVIDENCE, Rebours.(7.98)	12-4	—	—	Dy	59 33	Frç	91 O.98	Boulogne	C-Or;ch.frg;sfb;rp. 98;car.4.00.	18.63 61-2	6.36 20-10	2.88 9 6	.....	Portrieux	D. de Séricère	Pmp 00		
207	PROVVIDENZA-DI-DIO (ex- Amalia-Gargiulo), Rivello, N. (2.07)	13-2	5/6, A	1.1.	Bq 1 P-B	394 374 373	Itl	73 O.07	Alimuri S. Mauro	C-P.ch.m-fr.p.P.grp. SS;SS.95;d.ft-m.6.95; rp.03.	37.50 123-0	8.25 27-1	5.50 18-0	.....	Gênes	Capt	Mit. 2.07 c.v.04		
✠ 208	BRUSSIA, . . . . . (11.97)	14-3	—	—	3 m 2 P	1212 1131	Amr	68 O.94	Bath (Me) Houghton Bros	C-PP.ch.m-fr;(sal); SS.94;d.ft-m.11.94	56.8 186-4	11.3 37-1	7.32 24-1	.....	San-Fran- cisco	Port Blakely Mill C <sup>o</sup>	S-F. 99 c.v.98		
✠ 209	PSYCHE, Nielsen. (3.06) 93-01	16-2	5/6, G	1.1.	B-G	157 135 147	Dan	67 O.01	Troense C. Möller	C.ch.frg;sfb;p.P.92 grp.SS.01;car.1.06	31.8 104-4	6.9 22-8	3.30 10-10	.....	Svendborg	H.A.Hansen (à Thuro)	Svdb. 2.06		
✠ 210	PUAKO, Seeley. (11.02) 95-02	14	3/3, G	1.1.	Glt 4 m 1 P-B	1084 1011 985	Amr	02	Oakland W.A. Boole & Co	P;ch-frg;(sal);sfb; rp.05.	69.79 229-0	12.80 42-0	5.18 17-0	.....	San-Fran- cisco	Hind, Rolph & C <sup>o</sup>	Vcv. 2.06 c.v.2.06		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			gross	Register				under deck	SHEATHING								REPAIRS
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																					
	DATE OF TERM																					
	1	2	3																			
.	211	PUDEL, <i>Fritzel</i> . (3.01)	I P.R	—	—	Glt	150	Alm	89	V.01	Rostock <i>Rost. Act. Ges. f. Schiff &amp; Maschinenbau</i>	F;3 comp;G E;allè-ge;p.F;rp-car. 3.01	31.4 103-0	6.7 22-0	2.29 7-6	.....	Hamburg	Vereinigte Bug-sir- u. Fracht-schiffahrt Ge-sellschaft	Hbg 01			
+	212	PUHLIN, <i>Puhling</i> . (8.99) 81-05	12	3/3, A	1.1.	G3m	322 306 288	Rss	99	O.05	Uppesgräve <i>M. Morgenstern</i>	P-C;ch.frg;(sal);d.ft-z.10.02;rp.02.	38.48 26-3	8.20 26-11	3.94 12-11	.....	Riga	J. Puhling	Riga 5.05			
+	213	PYHAMAATAR, <i>Engblöm</i> . 98-99 (10.02)	8-4	—	—	G3m	316	Rss	91	O.02	Hirslähti-Pyhamaa <i>J.F.Urberg</i>	P-S.ch.m-frg;(sal);SS.02;d.ft-m.9.02.	37.49 123-0	8.84 29-0	4.06 13-4	.....	Raumo	J. Nurminen	Av. 04			
.	214	PYRÉNÉEN (ex-Florin), <i>Sautier</i> . (3.01)	9-4	—	—	Glt	58 30	Frç	88	O.00	La Have(N-S)	Sp-B-Ht-P;ch.m.frg;(sal);sfb;p.Sp.97;grp-car.4.97;rp.00.	19.38 163-7	6.54 21-6	2.35 7-9	.....	St-Pierre-Miquelon	G. Besnier & Co	St-P.02 c.v.02			



Surveillance spée	NAVIRES & CAPITAINES			CLASSIFICATION		GRÈMENT NOMBRE DE FONTS	TONNAGE		PAVILION	ANNÉE de la construct.	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CRUX DE CALE EN PIEDS ET POUCHES	FRANC BOUR EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		Brut	Net				PORT DE CONSTRUCTION — CONSTRUCTEURS	DOUBLAGE								RÉPARATIONS
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
	4	5	6																		
•	1	QUAND-MÊME, <i>Asernal.</i> 96-06 (7.06)	3	3/3, A	1.1.	33m lat	151 108 115	Frç	06	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg;d. ft-m.7 06.	28.93 94-11	7 88 25-11	2.63 8-8	.....	Cayenne	P. E. Kiamé	Pmp. 7.06			
✱	2	QUATRE-FRÈRES, <i>Rouault.</i> (3.06)	13-2	5/6, A	1.1.	B-G	198 153	Frç	76 O.99	St-Malo <i>J. Parnel</i>	C-Or.ch.m-fr.p.n.99; grp.SS.99;d.ft-m.2.03.	29.5 96-10	7.0 23-0	3.75 11 6	.....	St-Malo	J. Thoma- zeau & Co	St-M. 3.06 c.v. 3.06			
•	3	QUATRE-FRÈRES, <i>Marec.</i> (10.97)	10-4	—	—	Kt	27	Frç	87 O.97	Paimpol <i>Pilvin</i>	C-Or-Ht-S.ch.frg. sfb;rp-car.12.00.	14.80 48-7	4.80 15-0	2.20 7 3	.....	Tréguier	Lostec (Pleubian)	Pmp 00			
•	4	QUEEN-OF-CLIPPERS, <i>Lar- combe.</i> (7.03)	13-4	—	—	Glt	120 79 120	Ang	63 O.03	Brixham <i>Upham</i>	C-Gr-PP;ch.m-frg; sfb;grp;SS.99;p.n.01; rp-car.7.03.	27.58 90-6	6.30 20-8	3.60 11-10	==	Brixham	Alex. Johns (Gloucester)	Plm. 7.05 c.v. 03			
•	5	QUEVILLY, <i>Gaude.</i> (7.05) Pétrol. P. C. (5.07)	①	3/3, L	1.1.	4m Bq	3271 2518 2700	Frç	97 V.05	Rouen	A; 10 comp; D.31m70; R.9m75; G.25m80; 2 p. A; car.8.07.	94.00 308-5	13.90 45-8	7.80 25-8	.....	Rouen	Prentout-Le- blond & Leroux	Phld. 10.07			
✱	6	QUILLOTA, <i>Beujean.</i> (7.06) — - 05 P. C. 6-85 (7.06)	1	3/3, L	1.1.	Bq 1 p + 8p	2559 2073	Frç	02 V.06	Rouen <i>Soc. An. des Chan- tiers de St-Nazaire</i>	A; 2comp; D.41m50; R. 13m50; G.15m; car. 7.06.	86.20 282-10	13.44 44-1	6.91 22-8	46 $\frac{1}{2}$ 49 $\frac{1}{2}$	Dunkerque	A. D. Bordes & Co	L-R. 7.06			
✱	7	QUO-VADIS, <i>Guégot.</i> (5.01) 97-01	13	3/3, G	1.1.	Glt	109 80	Frç	01	Sables d'Olonne <i>Pandais &amp; Rabi- lier</i>	C; ch.frg; sfb; car. 9.07.	26.16 85-10	6.17 21-7	3.07 10-1	.....	Sables d'Olonne	Mme V <sup>ve</sup> Per- roteau	Nt. 9.07			

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY									
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								
	DATE OF TERM																											
	1	2	3																	4	5	6	7	8	9	10	11	12
	1	R.-K.-P., Hamblin. (3.02)	12-4	—	—	Glt	76 67	Ang	70 O.02	Falmouth J. Stephens	C-PP; ch. m. frg; sfb; grp. 97; rp. car. 3.02.	23.17 76-0	5.97 19-7	2.92 9-7	=====	Bridgewater	E. Hamblin	Flm. 02										
✠	2	R.-P.-PETERSEN, Andersen. 98-01(4.06)	16-6	3/3, G	1.1.	G3m	157 136 150	Dan	90 O.06	Thurø N. P. Petersen	C-Ht; ch. frg; sfb; (sal); p. P; car. SS. 3.06.	30.0 98-5	6.8 22-4	3.30 10-10	.....	Svendborg	C. Andersen (à Thurø)	Svdb. 3.06										
	3	R.-T.-K., Piper. (3.00)	13-4	—	—	Glt	86 64	Ang	63 O.00	Charlestown Luke	C-Gt. PP; ch. m. frg; (sal); d. ft. m. S. 94; SS. 00; rp. 02.	22.99 75-5	5.94 19-6	3.00 9-10	.....	Fowey	John Stephens (à Par)	Flm. 02 c.v. 02										
	4	RACHEL, Thomas. (6.04)	13-4	5/6, G	1.1.	Glt	125 99	Frç	73 O.04	Dunkerque Dorp	C-Or; ch. ev. frg; sfb; (sal); p. P. 95; rp. car. 6.04.	25.00 82-0	6.60 21-8	2.55 8-5	.....	Morlaix	Capt	Aur. 04										
	5	RACHEL, Le Franc. (8.04)	11-4	5/6, G	1.1.	Glt	74 48	Frç	78 O.04	Fécamp Capon Fils	C-Or. PP; ch. m. frg; (sal); sfb; p. n. 93; SS. 94; rp. car. 8.04.	25.6 84-0	6.9 22-8	3.20 10-6	.....	Fécamp	Capt (à Senec)	Aur. 04										
✠	6	RADIEUSE, Tual. (9.93)	13	3/3, G	1.1.	Glt	156 123	Frç	93 O.01	Binic Louis Minier	C-Or. ch. frg; sfb; (sal); rp. car. 9.01; p. PP. 05.	30.86 101-3	7.26 23-10	3.80 12-6	.....	Granville	Jules Panier	Grç. 2.05 c.v. 2.05										
✠	7	RAFALE, Le Goff. 99-06	16	3/3, G	1.1.	Glt	181 127	Frç	05	Kerity Bonne	C-Or; ch. frg; (sal); sfb.	31.54 103-6	7.60 24-11	3.67 12-0	.....	Paimpol	La Godinec	Pmp. 1.06										
	8	RAFFAELLO (ex-Giovanni), Martinelli, R. (8.03)	13-3	—	—	B-G	104 99	Itl	93 O.04	Viareggio	C-P; ch. m. frg; d. ft. m. 11.99; rp. 99.	26.85 88-1	7.05 23-2	3.24 10-7	.....	Livourne	R. Martinelli (à Viareggio)	Lvn. 04 c.v. 04										
	9	RAFFAELLO (ex-Nuova-Taleta), Molinelli. (8.04)	13-5	3/3, A	1.1.	G3m	206 196	Itl	87 O.04	Savona	C-PP; ch. m. frg; d. m. 9.04; rp. SS. 04.	34.50 112-7	7.70 25-3	3.98 13-1	.....	Livourne	R. Molinelli (à Viareggio)	Lvn. 4.07 c.v. 4.07										
	10	RAGNA, Halvorsen. (3.07) P.E.	1	3/3, L	1.1.	Bu 1 P-B	1072 996 964	Nrw	92 V.07	Grimstad Fevig Jernskids- byggert	A; 2 comp; D. 12m49; G. 5m18; p. P; rp. car. 3.07.	65.58 215-2	10.38 34-1	5.52 18-1	.....	Christiania	Chr. Möller	Av. 4.07										
✠	11	RAGNAR, Nilsson. (8.03)	12-4	—	—	Glt	174 151	Sds	74 O.03	Sundsvall M. Hägglund	P-C. ch. frg. sfb; (sal); p. n. 90-02; grp. SS. 8.32; rp. car. 3.03.	28.60 93-10	6.50 21-4	3.38 1-11	.....	Glimsås	N. Ohlsson	Got. 03										
✠	12	RAGNHILD, Andersen. 89-03 (8.03)	16	3/3, G	1.1.	Glt 3m	184 152 174	Dan	03	Svendborg Chr. Andersen.	C-Ht; ch. frg; (sal); sfb; rp. 05.	32.21 105-8	7.72 25-5	3.56 11-0	.....	Svendborg	J. L. Knudsen	Svdb. 11.05										
✠	13	RAGNHILD, Andersson. (12.94)	14	3/3, L	1.1.	BqG	418 360	Sds	94 O.06	Laurvig Bruun	C-Ht. PP-P; ch. m. frg; (sal); d. ft. m. 11.06; grp. 06	45.33 148-9	9.07 29-8	3.33 11-11	.....	Timmer- nabben	J. N. Ohlsson	Klm. 11.06										
	14	RAILLEUSE, Constant. (2.07)	13-2	5/6, G	1.1.	B-G	114 82	Frç	73 O.97	St-Malo	C-Or; ch. frg; sfb; grp. SS. 97; car. 2.05; p. P. 06; rp. 07.	—	—	—	.....	St-Malo	J. Chevalier	St-P. 6.07 c.v. 2.07										
	15	RAKKAUS, Kyytsen. (10.00)	7	—	—	Gls	138 133	Rss	99	Björkö Wahlqvist	P; ch. fr; sfb.	27.40 89-11	7.50 24-7	2.64 8-8	.....	Björkö	J. Lenkkeri	Ptb. 00										

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

NOM DES BÂTIMENTS — DATE DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL — DATE DU TERME		CLASSIFICATION		ARMEMENT NOMBRE DE PIÈCES	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN MÈTRES — EN PIEDS ET POUCES	LARGEUR — EN MÈTRES — EN PIEDS ET POUCES	CREUX DE CALE — EN MÈTRES — EN PIEDS ET POUCES	PLANC — EN MÈTRES — EN PIEDS ET POUCES	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
DIVISION ou TRIM	COTE														
1. <i>Albatros</i> , <i>Albatros</i> (1.01)	16	3.5.0.1.1	66	Fr	61	Kerity Bonne	C-Or-Ht.ch.frg.sfb; rp.05;car.3.07.	21.64 71-6	6.54 21-6	2.91 9-7	.....	Ireguer	Allain Pleblan	19.11	
2. <i>Albatros</i> , <i>Albatros</i> (1.01)	11-3	—	66	Nw	70	Arcadiel A. Henriksen	P-C.ch.m.p.P.d.ft. m.5.90;rp.SS.99.	22.5 106-8	7.6 25-0	4.28 13-10	.....	Arcadiel	Th. Thomsen et A. Sore	19.11	
3. <i>Albatros</i> , <i>Albatros</i> (1.01)	1	1.1.1.1.1	66	Fr	72	Kerity V. K.	A:2comp.D.41m50; R.1200p.1500car.3.07.	22.50 222-10	12.44 44-1	2.91 12-6	.....	Dunkerque	A. D. Bordes & C.	19.11	
4. <i>Albatros</i> , <i>Albatros</i> (1.01)	13-3	—	66	Alm	77	Stralsund J. Peuss	C-Ht.ch.frg.sfb;(car. SS.99;rp-car.7.03.	16.9 55-6	4.9 16-1	2.33 7-8	.....	Stralsund	Capt	19.11	
5. <i>Albatros</i> , <i>Albatros</i> (1.01)	11	—	66	Exp	87	Palma (I.B.) Mateu	C-PP.ch.m.frg.d. m.5.88.	22.5 77-0	5.90 19-4	2.91 8-6	.....	Alicante	M. Ruiz	19.11	
6. <i>Albatros</i> , <i>Albatros</i> (1.01)	12	3.5.0.1.1	66	Nw	87	Gravdal H. Gravdal	P-C.ch.frg.-fbr. (sal);rp-car.7.03.	25.43 84-6	6.10 20-0	3.00 9-10	.....	Haugesund	C. Lindse	19.11 c.v.4.06	
7. <i>Albatros</i> , <i>Albatros</i> (1.01)	16-6	3.5.0.1.1	66	Dan	73	Tharø J. P. Jørgensen	C-Ht.ch.frg.sfb;p. P.4000p.SS.114	25.3 82-0	6.0 19-4	2.98 10-1	.....	Svenborg	J. P. Jørgensen et A. Tharø	19.11	
8. <i>Albatros</i> , <i>Albatros</i> (1.01)	7-3	3.5.0.1.1	66	Dan	96	Norvottoma J. Kelkka	Pich.fr.(sal);sfb.	26.60 87-4	6.75 22-2	3.15 10-4	.....	Wilberg	Capt & N. S. M. Rytola	19.11	
9. <i>Albatros</i> , <i>Albatros</i> (1.01)	15-6	3.5.0.1.1	66	Fr	78	Dunkerque O.07	C-Or.ch.m.frg.sfb(sal); ss.99;rp.11.40p.2.02; 19.07	26.2 86-0	6.2 20-4	3.36 11-4	.....	Dunkerque	L. Vincent & C. C. L. Vincent & C.	19.11	
10. <i>Albatros</i> , <i>Albatros</i> (1.01)	16	3.5.0.1.1	66	Fr	93	Dunkerque Sauvage	C-Or.ch.m.frg. (sal);sfb.	26.02 85-7	6.92 22-8	2.92 10-7	.....	Dunkerque	N. Van den wenbergher	19.11 c.v.03	
11. <i>Albatros</i> , <i>Albatros</i> (1.01)	14	—	66	Fr	96	Paimpol Prieur	C-Or-PP.ch.frg. sfb;S.Ap.p.S.	10.91 35-10	3.90 12-10	2.09 6-11	.....	Lannion	Fortier-Mat. Prieur (à Paris)	19.11	
12. <i>Albatros</i> , <i>Albatros</i> (1.01)	9-3	—	66	Fr	89	Shelburne N.S.	Ht-Mr-Sp-P.ch.m. p.1000p.1.99.	16.81 54-0	6.40 21-4	2.44 8-1	.....	St-Pierre	Boud & C. à Granville	19.11	
13. <i>Albatros</i> , <i>Albatros</i> (1.01)	13-4	—	66	Ang	75	Pill H. H. H.	C-Or-PP.ch.m.frg.sfb; m.5.90;rp.1.99; car.4.07	22.10 72-6	6.87 22-4	2.18 7-6	.....	Truro	Sam. G. G. G. (à Lannion)	19.11	
14. <i>Albatros</i> , <i>Albatros</i> (1.01)	13-3	—	66	Ang	75	East-Boston A. G. G.	PP.Ht.ch.m.frg.sfb; PP.Ht.ch.m.frg.sfb; m.5.90;rp.1.99; car.4.07	42.1 142-9	9.7 32-0	4.28 14-0	.....	Boston	M. G. Dow & C.	19.11	
15. <i>Albatros</i> , <i>Albatros</i> (1.01)	13-4	3.5.0.1.1	66	Ang	75	Glasgow Dock Simpson	C-Or-PP.ch.m.frg. sfb;p.88.07.	34.18 112-2	7.08 23-0	3.79 12-0	25 1/2 82 1/2	Dunfries	John Macdonald (Dalbeatie)	19.11	

N B - Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER		DIVISION AND TERM	CHARACTER		NUMBER OF DECKS													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
•	31	REDDEB-1, <i>Debakker</i> . (10.06)	I	3/3, P	1.1.	2m	403	Blg	92	Hoogezand V.06 <i>E. J. Smit &amp; Zoon</i>	F; 3 comp; 1 p. F; <i>ponton de sauvetage</i> car. 10.06.	24.0 78-9	8.0 26-3	3.0 9-10	.....	Anvers	Syndicat des So- ciétés anonymes de remorquage à hélice	Av. 10.06	
✝	32	REFORM, ..... (6.02)	I P.R.	—	—	Glt Alg	140 133	Alm	89	Lübeck V.02 <i>Georg Evers</i>	A; 4 comp; p.F; allège;rp-car.02.	28.34 92-11	7.00 23-0	2.30 7-7	.....	Hamburg	Vereinigte Bug- sir-u.-Fracht- schiffahrt Ge- sellschaft	Hbg 02	
✝	33	REGENT, <i>Knudsen</i> . (8.00)	12-2	—	—	3 m 1 P-B	1349 1260 1218	Nrw	78	Avondale (N-S) O.96 <i>J. A. Harvie</i>	B-Sp-PP-C.ch.m-fr;p. Sp;(sal)SS.90;sf. pr. 96; d.ft-m.12.98;rp.00.	60.65 199-0	11.96 39-3	7.32 24-0	=====	Drammen	Pehrson & Wessel	Lvp. 01 c. v. 01	
•	34	REGIA, <i>Stiansen</i> . (8.04)	9-4	5/6, A	1.1.	Bq 1 P-B	531 496 465	Nrw	83	Grimstad O.04 <i>L. Dahl</i>	P-C-PP.ch.m-frg. (sal); d.ft-m.8.04;SS.93;rp.04	40.4 132-7	8.2 27-0	5.48 18-0	.....	Arendal	T.Thommesen & Søn	Hbg 4.06	
✝	35	REGINA, <i>Libouban</i> . 97 - 99 (11.99)	13	3/3, G	1.1.	Glt lat.	94 78	Frç	99	Paimpol O.06 <i>Laboureur</i>	Ht-Or-C; ch.frg; sfb; car. 7.06.	23.47 77-0	6.92 22-8	3.06 10-0	.....	Tréguier	Capt (à Pleubian)	Pmp. 7.06	
✝	36	REGINA, ..... (8.96)	14-4	—	—	Bq 1 P-B	847 798 745	Nrw	76	Laurvig O.96	P-C-Ht-PP.ch.m-frg; (sal); p.P; d.ft-m.4.96; grp.SS.96.	53.3 174 11	9.4 30-10	6.08 19-11	.....	Sandefjord	A. F. Klave- ness & Co	Chrt 96	
✝	37	REGINA, <i>Lindros</i> . 85 - 99 (8.03)	9-6	3/3, G	1.1.	Bq 1 P-B	640 571	Rss	71	Borgå rc.03 <i>Aug. Eklof</i>	P; ch.frg; (sal); souff.P.8.03;rp.01.	48.00 160-0	9.10 30-0	5.10 17 0	.....	Borgå	Aug. Eklöf	Hsl. 10.06	
✝	38	REGULUS, <i>Martinson</i> . (10.97)	12	3/3, G	1.1.	Bq 1 P-B	452 429	Rss	97	Sussikas O.03 <i>P. Krause</i>	P-C; ch.frg; (sal); grp. 0; sf; ft-P.8.07;rp-car. 8.07.	42.24 138-7	8.58 23-2	4.37 14-4	.....	Riga	A. A. Weide (à Haynasch)	Riga 8.07	
✝	39	REGULUS, <i>Peete</i> . (5.97)	11	3/3, G	1.1.	Glt	144 125 137	Rss	97	Kabli <i>P. Abol</i>	C-P; ch.fr; sfb; (sal)	25.85 84-10	6.88 22-7	3.02 9-11	.....	Riga	I. Markson & M. Grant	Pib. 4.06 c. v. 04	
✝	40	REIDAR, <i>Hansen</i> . (7.86)	12-4	—	—	Glt	168 152 163	Nrw	69	Stavanger O.86 <i>K. Kaisen</i>	P-C.ch.m-frg; d.ft-m. 1.90;SS.76;rp.90	27.7 91-0	6.7 22-0	3.35 11 0	.....	Stavanger	L.T.K. Geert- sen	Sws. 90	
•	41	REINE (ex-Theresa-G.), <i>Delau- nay</i> . (2.05)	14-4	5/6, G	1.1.	G3m 1 P-B	284 226	Frç	75	Sestri O.05	C; ch.m-frg; sfb; rp. SS.98; car. 1.05.	37.00 121-5	8.04 26-4	4.37 14-4	.....	St-Malo	E. Honduce	St-M. 2.07 c. v. 12.06	
•	42	REINE-DES-ANGES (ex-Lois- Joseph), <i>Hervelin</i> . (1.02)	9-3	—	—	Glt	61 53	Frç	90	Mahone Bay rc.01 (N-S)	Mr-Ht-Sp-B; ch.m-fr; (sal); sfb; p.n. 01; rc.SS.01	21.50 70-7	6.18 20-3	2.75 9-1	.....	St-Pierre- Miquelon	L. Hubert fils	St-P. 04 c. v. 04	
✝	43	REINE-DES-MERS, <i>Masson</i> . (2.99)	16	3/3, G	1.1.	Glt	153 129	Frç	99	Dunkerque O.06 <i>Ch. Ecoilin</i>	C-Or; ch.ev-frg; (sal); sfb.	32.20 105-8	7.02 23-0	3.68 12-1	.....	Dunkerque	Ambrosius & fils aîné	Dk. 2.06 c. v. 2.06	
✝	44	REINE-LEONTINE, <i>Hervé</i> . 03 - 03 (4.01)	13	3/3, P	1.1.	Dy	45 32 40	Frç	01	Trentemoult <i>M. Alleau</i>	C; ch.frg; sfb.	17.67 58-0	5.47 17-11	2.09 6-10	.....	Nantes	Peneau	Nt. 2.05 c. v. 2.05	
✝	45	REINE-A-ROSE, ..... (4.01)	16	3/3, A	1.1.	3mG A.&C.P.	242 209	Itl	01	Marseille <i>L. Scotto</i>	C-PP; ch.m-frg; (sal); d.ft-m.4.05.	37.99 12 84	8.12 26-8	3.79 12 6	.....	Porto-Mau- rizio	Pietro Agen	Hv. 9.07	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



REU

Surveillance spec.	NAVIRES & CAPITAINES		CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE		GRÉEMENT	NOMBRE DE PONT				Brut — Net — Sous le pont									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3																		4
46	REINE-VICTOIRE, Jouan. (2.05)	13-3	5/6, G	1.1.	Glt	162 1.9	Frç	64 O.05	Dunkerque G. Beck	C-Or; ch. cv. frg; sfb; SS. 92; p. n. 00; rp. 02; car. 12.04.	27.19 89-3	7.12 23-4	3.94 12-11	.....	Granville	Capt	Grv. 11.08 c.v. 10.06			
47	REINHARD, Treu. (5.98)	12	3/3, G	1.1.	G 3m	257 245	Rss	98 O.04	Ruthern Aps	P-C; ch. frg; (sal); sfb; rp-car. 9.04.	32.61 107-0	7.16 23-6	3.86 12-8	.....	Riga	Anderson Bauer & Co	Hull 8.06 c.v. 8.06			
48	REINWALD, Reinwald. 89-99 (10.99)	11	3/3, G	1.1.	G 3m	255 233	Rss	99 O.07	Ilmaten Muzneek	P-C; ch. fr; (sal); sfb; rp-car. 3.07.	32.77 107-6	7.75 25-5	3.96 13-0	.....	Riga	Reinwald & Co	Mlm. 3.07			
49	REMEMBER (ex-Assunta), Manya. (1.07)	13-4	3/3, G	1.1.	Glt	79 75	Frç	95 O.07	Chiavari	C-P; ch frg; sfb; rp-car. 10.03.	26.16 85-10	6.45 21-2	2.34 7-8	.....	Narbonne	Manyà (à La Nouvelle)	Ctt. 1.07 c.v. 1.07			
50	RENÉ, Rioual. (9.06) P.C. 6-85 97-05 (9.06)	I	3/3, L A. & C.P.	1.1.	Bq 1P+Bp	2163 1976	Frç	02 V.00	Saint-Nazaire Chantiers de la Loire	A; 2 comp; D. 38m70; R. 2m70; G. 29m20; rp-car. 9.06.	85.43 280-4	12.24 40-1	6.93 22-9	45 48	Nantes	Léon Guillon	Hull 9.06			
51	RENÉ, Libouban. (9.97) 05-06	13	3/3, P	1.1.	Kt	43 34	Frç	97 O.06	Paimpol Laboureur	C-Or. ch. frg; S. A. sfb; rp. 06; car. 10.06	17.55 57-7	5.48 18-0	2.39 7-10	.....	Paimpol	Le Guen & Bezec	Fcp 10.06			
52	RENÉ-HÉLÈNE, Graville. (8.95) (3/3, P. 1.1.)	16	...	..	Slp	52	Frç	95	Dieppe P. Corue	Ht-C-Or-S; ch. frg; p.P; sfb; (sal); rp. 96.	17.70 58-1	5.70 18-8	2.80 9-2	.....	Dieppe	Soulès & Lagrue (à Paris)	Dp. 96 c.v. 96			
53	RENÉ-KERVILER, Denis. (5.06) P.C. 6-85 (4.07)	I	3/3, L A. & C.P.	1.1.	3m 1P+Bp	2677 2291 2160	Frç	02 V.00	St-Nazaire Chantiers de St-Nazaire	A; 2 comp; D. 39m70; R. 13m45; G. 12m60; rp. 04; car. 5.07.	86.21 282-10	13.42 40-0	6.95 22-10	48 1/2 51 1/2	St-Nazaire	Sté Générale d'Armement	Hbg 5.07			
54	RENÉ-MARTHE, Kerzerho. (8.99) (3/3, P. 1.1.)	14	...	..	Dy	46 37	Frç	99	Brest Th. Boennec	C-Or; ch. frg; sfb.	18.60 61 0	5.80 19 0	2.30 7-7	.....	Noirmoutiers	Bihoreau à Landerneau	Brst 99			
55	RENÉ-MONTREUX, Guillas. 98-02 (5.00)	16	3/3, G	1.1.	B-G	234 194	Frç	00	La Richardais L. Tranchemer	C-Or; ch. frg; (sal) sfb; rp-car. 4.04.	31.25 102 7	8.00 26-3	3.68 12-1	.....	Nantes	Larivière & Co (Angers)	Nt. 3.06			
56	RENÉE, Le Trocquer. (9.05) 89-05	13	3/3, G A. & C.P.	1.1.	Glt	170 130	Frç	05	Kerity Bonne	C-Or-Ht; ch. frg; sfb; p. S.	31.55 103-6	7.62 25-0	3.65 12-0	.....	Paimpol	Le Trocquer (à Plouezec)	Pmp. 9.05			
57	RENÉE-BICKMERS, Schulze. 72-86 (1.05)	I	3/3, L A. & C.P.	1.1.	1 m 1 P-B	2066 1559	Alm	87 111 05	Port-Glasgow Russell & Co	F; 2 comp; p. P; car. 10.07; rp. 05.	86.3 283-2	12.3 40-4	7.50 24-8	.....	Bremerhaven	Bickmers Reismühlen Rhederei & Schiffbau A. G.	Wes. 10.07			
58	RESCUE (ex-Bahama), Tooker. (4.02) (3/3, G. 1.1.)	12-6	...	..	B-G	355 321 296	Ang	92 O.02	Canning (N-S) A. Potter	Sp-B-Ht-C; ch. m. frg; (sal); sfb; rp-car. 7.02.	39.32 129-0	10.00 32-10	3.50 11-6	.....	Windsor (N-S)	A. Potter	Svn. 02			
59	REUCE, Whitmore. (12.94)	13-3	—	—	3 m 2 P-B	1925 1828	Amr	81 O.95	Kennebunk (Me) G. H. Theobald	C-PP. ch. m. frg; (sal); rp. SS. 95; d. ft. m. 5.00.	71.6 235-0	12.5 41-0	8.23 27 0	.....	San-Francisco	California Shipping Co	N-Y. 00			
60	REUSSITE, Perrin, S. (8.01)	13	3/3, G	1.1.	Glt	103 84	Frç	01	Paimpol J. Pilvin	C-Or-Ht; ch. frg; sfb; rp. 02.	24.80 81-5	6.87 22-6	3.04 10-0	.....	Morlaix	Capt	Bay. 1.06 c.v. 1.06			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY										
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															SHEATHING — REPAIRS									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																												
	DATE OF TERM																												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
.	61	REVANCHE, <i>Cézaire</i> . (12.04)	3	3/3, P	1.1.	Glt	33	Frç	04	Tamatave <i>Lecomte</i>	Bois durs; ch. m. frg; d. m. 11.04.	18.84 61-70	4.26 14-0		.....	Tamatave	Lecomte	Int. 1.05											
.	62	RÈVE, <i>Bègue</i> . (10.03)	13	3/3, P	1.1.	Dy	<sup>95</sup> 68	Frç	03	St-Denis-Réu- nion <i>R. Fleurié</i>	Bois du pays; PP; ch. m-frg; d. m. 5.07; rp. 07.	21.00 68-12	5.45 17-10	2.36 7-9	.....	St-Denis Réunion	Raoul Fleurié	St-D. 5.07											
+	63	RÈVEUSE, <i>Fortin</i> . (11.01)	15	3/3, G	1.1.	Glt	<sup>105</sup> 73	Frç	01	St-Malo <i>Gautier fils</i>	C-Or; ch. frg; sfb.	26.83 88-0	7.25 23-10	2.46 8-1	.....	St-Malo	Gaston Monier (Bordeaux)	St-M. 3.06 c.v. 3.06											
.	64	RÈVEUSE (ex-Pfarmigan), <i>Yacht. Capéro</i> . (12.95)	13-3	—	—	Glt	100	Gre	71	Cowes <i>J.S. White</i>	C-PP-T; ch. ev. d. ft- m. 4.97; rp. 97.	29.85 97-9	6.30 20-8	3.50 11-6	.....	Corfou	J. W. Corwith	Npl. 99											
.	65	REX, <i>Hanslep</i> . (7.03) 96-03	9	3/3, G	1.1.	G3m	<sup>286</sup> 197	Rss	03	Ristna <i>I. Pihel</i>	P; ch. fr; (sal); sfb.	32.31 106-0	8.23 27-0	3.59 11-10	.....	Dago- Kertel	Gust. Aron	Riga 8.05											
+	66	REYNARD, <i>Reynard</i> . (10.01)	12	3/3, A	1.1.	B-G 3m	<sup>687</sup> 560	Ang	01	Parrsboro' (N-S) <i>D. A. Huntley</i>	Sp-B-C; ch. m-frg; (sal); d. m. 6.05; rp. 00.	48.16 158-0	10.56 34-8	3.66 12-0	.....	Parrsboro' (N-S)	W. H. Baxter	N.Y. 7.06 c.v. 7.06											
+	67	RHEA, <i>Wass</i> . (6.05) 93-05	11-3	5/6, L	1.1.	Bq 1 P-B	968	Rss	80 O-05	Laitakari	P-S-C. ch. m-fr. (sal); sff. pr. 6.05; d. ft. m. 6.05; grp. SS. 05; rp. 07.	65.8 216-0	11.7 38-5	6.50 21-4	.....	Raumo	K. Linden	Ld. 1.07											
.	68	RIBACHI (ex-Midlothian),..... (5.99)	I	—	—	Chal.	920	Sds	81 V.99	Leith <i>Ra- maged &amp; Ferguson</i>	A; 3 comp; car. 4.99.	80.00 262-0	12.24 40-2	3.05 10-0	.....	Sundsvall	Trävarn Aktie- bolaget Petchora	Lvp. 99											
+	69	RIBAK (ex-Voldtofte), <i>Vaß- guine</i> . (5.06)	16-2	3/3, P	1.1.	B-G	<sup>145</sup> 125 188	Rss	75 O.06	Proense <i>C. K. Möller</i>	C-Ht-PP; ch. m-frg; (sal); sfb; grp. SS. 85; SS. 91; car. 6.03.	29.20 95-10	6.40 21-0	3.17 10-5	.....	St-Peters- bourg	L. Pihlfeldt	Pth. 5.06											
.	70	RICHARD, <i>Sjöblöm</i> . (7.00)	12-2	—	—	Bq 1 P-B	692	Rss	60 O.00	Burg <i>Gebr. Bosse</i>	C-Ht. ch. m; grp. SS. 89; sff. 8.96; car. 8.96; rp. 00.	46.5 152-8	10.1 33-0	5.94 19-6	.....	Wasa	L. Hassel- blad	Wasa 00											
+	71	RICHARD (ex-Joseph-Hambro), ..... (10.97)	15-4	—	—	Bq	<sup>300</sup> 255 212	Sds	66 O.98	Rönne <i>S. P. Beck</i>	C-P-Ht. ch. m-frg; p. P. 92; sfb; SS. 92; rp. car. 5.98	39.1 128-4	8.2 27-0	3.46 11-4	.....	Stockholm	J. E. Öster- lund	Svdb 98											
+	72	RICHARD-&-EMMA, <i>Burmeis- ter, W.</i> (6.95)	15	3/3, P	1.1.	Glt	46 35	Alm	95 O.02	Barth <i>C. Holzerland</i>	C-Ht; ch. frg; (sal); sfb; car. 8.02.	15.86 52-0	3.44 11-4	1.96 6 5	.....	Barth	Capt	Brth 4.97 c.v. 4.07											
+	73	RICKMER-RICKMERS, P.C. 6.5-90 <i>Schwegmann</i> . (1.05) (1.05) 92-05	I	3/3, L	1.1.	Bq 1 P-B	<sup>1990</sup> 1829	Alm	96 V.05	Geestmünde <i>Rickmers Reis- mühlen, Rhederei &amp; Schiffbau-A.-G.</i>	A; 2 comp; D. 14m63; G. 9m75; R. N. 8m23; (WT. 1000t; car. 9.07; rp. 06.	79.25 260-0	12.19 40-0	8.18 26-10	.....	Bremer- haven	(Rickmers Reis- mühlen, Rhede- rei & Schiffbau A. G.)	Wes. 9.07											
.	74	RIEUSE (ex-Melbourne), <i>Derrien</i> . (10.05)	10-2	—	—	Glt	61 56	Frç	95 O.06	La Have (N-S) <i>J. Keopie</i>	Sp-B-Ht. ch. m. fr; (sal); sfb; SS. 99; rp. car. 4.06.	19.86 65-2	6.40 21-0	2.56 8-5	.....	St-Pierre- Miquelon	Gaston Monier	St P. 4.06											
.	75	RIFONDO (ex-Matilda-C.- Smith), ..... (8.97)	10-4	—	—	Bq 1 P-B	<sup>734</sup> 670 646	Nrw	73 O.97	Dorchester (N-B) <i>Palmer</i>	Sp-B-C. ch. m-fr; (sal); rp. SS. 97; d. ft-m. 8.97.	47.65 156-4	9.80 32-2	5.69 18-8	.....	Fredrik- stad	E. J. Andersen	Lvp. 99											

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NAMES & CAPTAINS			CLASSIFICATION			MONTRE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION		MATÉRIEAUX		LONGUEUR EN PIEDS ET POUCES	LARGEUR EN PIEDS ET POUCES	CIRCONFÉRENCE DE GALE EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. POUCES	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
PREMIER ET DERNIER DE LA SÉRIE			DIVISION A THIERS	COTE			Brut			Net			II								DOUBLAGE RÉPARATIONS	
DATES DU BREVET DE CAPITAINE ET DU SON COMMANDEMENT ACTUEL																						
DATE DU TERME																						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
76	RIGA ex-Peter-Paul, Muska	92-03-05	14-4	3-3	G 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
77	RIGEL, Leopold.	(8.95)	I	-	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
78	RIGEL, Indriksen.	(4.03)	9	3-3	G 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
79	RIGNON, Petersen, H. C.	(3.99)	16	3-3	P 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
80	RING-ANDERSEN, Hansen, M.	(3.99)	16	3-3	P 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
81	RINSCHEK, Bagat.	(10.93)	8-3	-	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
82	RIO-AVE, Villao.	(4.01)	10	3-3	A 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
83	RIO-DE-ORO, Julia.	(5.06, G. 1.1.)	12-3	-	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
84	RIPPLING-WAVE, Cook.	(11.05)	12-4	5-6	G 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
85	RIPROVO, Bernardini.	(3.05)	13-3	5-6	P 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
86	RIOUETTE, Le Roy.	(2.05)	16	3-3	G 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
87	RISE, Bager.	(3.02)	16	3-3	A 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
88	RISICO, Kunst. T.	(8.07)	II	-	-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
89	RITA ex-William-L-Mitchell.	(4.07)	13-4	3-3	G 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		
90	RIZEN ex-Unione, Tavar-Kadiri.	(3.05)	14-4	3-3	A 1.1.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100		

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3		4	5													
+	91	ROBERT, <i>Lehmann, R.</i> (6.95)	14-6	—	—	Slp	28	Alm	82 O.95	Seedorf a/R <i>G. Krüger</i>	C-Ht.ch.frg;sfb;p. P;SS.95;rp-car.6.98	12.7 41-8	4 5 14-9	1.83 6-0	.....	Stralsund	Capt	Strs. 98	
+	92	ROBERT, ..... (12.94)	12-3	—	—	Bq	$\frac{848}{298}$ 283	Sds	75 O.94	Nordmaling <i>F. Häggblad</i>	P-C.ch.m.frg;(sal);p.S; SS.85;d.ft-m.6.94;rp.94.	39.8 130-7	8.0 26-3	3.92 12-10	.....	Skillinge	H. Mansson	Lbk 96	
+	93	ROBERT, <i>Eriksson.</i> (12.94)	12-4	—	—	G3m	$\frac{311}{295}$	Sds	77 O.95	Gefle <i>A. Helmgren</i>	P-C.ch.m.frg;(sal);p.S; rp.SS.95;sf;pr.95;d.ft- m.8.96.	37.7 123-8	8.3 27-3	3.86 12-8	.....	Bergqvara	R. Peterson	Mlm 96	
+	94	ROBERT-EWING, <i>Rafuse.</i> (12.02)	12-5	3/3, A	1.1.	G3m	$\frac{457}{399}$ 370	Ang	92 O.03	Advocate(N-S) <i>A. W. Atkinson &amp; Co</i>	Sp-B-Ht;ch.m.frg; (sal);d.ft-m.3.03;rp.03	13.41 142-5	10.15 33-4	3.66 12-0	.....	Parrsboro' (N-S)	W. W. Lewis	N-S. 12.06 c.v.12.06	
+	95	ROBERT-LEWERS, <i>Under- wood.</i> (10.89)	12	—	—	G4m	$\frac{733}{669}$	Amr	89 O.95	Port-Blakely <i>Hall Bros</i>	P.ch.m-fr.sfb;(sal) car.12.95;rp.9.9	56.40 185-1	11.93 39-2	4.35 14-3	.....	San-Fran- cisco	R. Lewers	Hnl. 01 c.v.01	
+	96	ROBERT-R. HIND, <i>Helling- sen.</i> (6.99) (3.3, G. 1.1.)	14	...	..	G4m	$\frac{564}{520}$	Amr	99	Alameda <i>Hay &amp; Wright</i>	P;ch.m.frg;(sal); sfb.	49.58 162-8	11.27 37-0	3.96 13-0	.....	San-Fran- cisco	Hind & Rolph	S-F. 99	
.	97	ROBERTO, <i>Vich.</i> (8.95)	12-5	—	—	Glt	$\frac{126}{120}$	Esp	85 O.95	Palma <i>Mateu</i>	C-PP;ch.m.frg; d.m.12.92;SS.95.	29.50 96-10	6.90 22-8	2.77 9-2	.....	Palma	J. Oliver (à Soller)	Br. 95 c.v.95	
+	98	ROBERTSFORS, <i>Johansson.</i> (7.02)	14-5	—	—	Bq	$\frac{797}{732}$ 698	Sds	83 O.02	Sikea <i>O. P. Åberg</i>	S-C-PP.ch.m.frg;(sal); d.ft-m.2.02;SS.98;rp.03.	51.8 170-0	9.0 29-5	5.85 19-2	=====	Malmö	R. W. Palm	Mlm.03	
.	99	ROBIN, ..... (4.04)	11-4	5/6, A	1.1.	Glt	$\frac{151}{132}$	Ang	66 O.04	Paspebiac	Sp-P-PP.ch.m-fr; (sal);d.ft-m.5.01;SS.04.	31.14 102-2	6.42 21-1	3.73 12-3	$\frac{27 \frac{1}{2}}{30 \frac{1}{2}}$	Plymouth	J.S. Shapland	Plm.04	
+	100	ROBINSON, <i>Batas.</i> (10.94)	15	3/3, G	1.1.	B-G	$\frac{186}{112}$	Frç	94	LaRichardais <i>Tranchemer</i>	C-Or;ch.m.frg;sfb; p.P.03;car.1.05.	31.60 103-9	7.80 25-8	3.53 11-7	.....	Granville	J. Regnard	Grv. 2.07 c.v.2.07	
.	101	ROBINSON, ..... (6.06) <i>Yacht.</i>	11	3/3, Y	1.1.	Slp	—	Frç	06	Lormont <i>Ranoin fils &amp; Barvé</i>	C-PP-Ac-Cd;ch.ev- frg;sfb.	12.75 41-10	3.00 9-10	1.40 4-7	.....	Eordeaux	Lasserre (à Paris)	Bx 6.06	
+	102	ROCHAMBEAU, <i>Richard.</i> P. G. 7-100 (12.05)	1	3/3, L	1.1.	Bq	$\frac{2721}{2310}$	Frç	02 V.07	Nantes <i>Cie de Construc- tions Nantaises</i>	A-2 comp;hurricane R. 7w;car.3.07	84.23 276.5	12.38 40.8	6.87 22.6	$36 \frac{1}{2}$ $39 \frac{1}{2}$	Nantes	Sté des Voiliers Nantais	Hul. 3.07	
.	103	RODON (ex-Fram), <i>Xilla.</i> (4.04)	14-1	—	—	Bq	$\frac{744}{711}$ 704	Tre	75 O.05	Sestri-P.	C;ch.m-fr;p.n.00; grp.SS.04.	48.46 159-0	10.08 33-1	6.71 22-0	.....	Maimara	Matteo Lam- brinos	Aix. 04 c.v.04	
+	104	ROELFINE(ex-Hendrika, <i>Kra- mer, A.</i> (6.05)	1	3/3, P	1.1.	Tk dv	$\frac{93}{93}$	P-B	89 V.05	Martenshoek <i>Nielsen &amp; Tr Velde</i>	A-F;2 comp;d.plt; G-B;p.F;rp-car.5.06.	23.5 7.0	5.3 17-5	2.20 7.3	.....	Groningen	Capt	Gng. 5.06	
+	105	ROESKILDE, <i>Nielsen.</i> (6.01) 81 - 99	15-6	—	—	Glt	$\frac{91}{76}$	Dan	77 O.01	Svendborg <i>J. R. Andersen</i>	C-Ht.ch.frg.sfb; (sal);grp-car.SS.5.01.	24.7 81-0	5.7 78-9	2.76 9-1	.....	Roeskilde	P. A. Schram	Gisg. 9.05	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION	DIVISION AND TYPE	CHARACTER	RIG	NUMBER OF DECKS	TONNAGE Gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SPEAKING PLANS	LENGTH IN FEET AND INCHES	BEAM IN FEET AND INCHES	DEPTH OF HOLD IN FEET AND INCHES	FREE BOARD SALT WATER WIND Waves	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER																			
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
•	121	ROSA-HARRIETTE, Butt. (8.01)	13-4	—	—	Glt	124 81 125	Ang	64	Newport Mon.	0.01	C-PP:ch.m.sfb;h.n. 01:car.SS.01.	25.70 84-4	6.13 20-1	3.63 11-11	==	Monte Carlo	J. H. J. Harper (Soul, Gloucester- shire)	Flm. 01	
✦	122	ROSA-S., Barbari. (11.01)	14-3	—	—	B-G	89	Itl	85	Sestri-P G. Peragallo	0.01	C.ch.m-frg;d-ft-m. 11.01;grp.SS.01.	24.5 80-5	6.2 20-4	3.04 10-0	.....	Gênes	G. Sanguineti	Flm. 806	
•	123	ROSALIA, Sielemann. (7.88)	8-4	—	—	Glt	236 209	Rss	75	Kurbis	0.88	P-C.ch.fr.sfb;grp- car.SS.7.88.	33.0 108-3	7.1 23-4	3.76 12-4	.....	Riga	M. J. Kirch- stein & Co	Riga 01	
•	124	ROSALIE, Loquet. (11.04)	12-3	3/3, P	1.1.	Glt	43	Frç	93	La Richardais L. Tranchemer	0.04	C-Or:ch.fr;g(sal); sfb;car.12.01;rp.04	22.10 72-6	6.40 21-0	2.81 9-3	.....	St-Pierre- Miquelon	L. Hubert & fils (à St-Servan)	Flm. 11.06 c.v.10.06	
•	125	ROSALIE (ex-Paolo), ..... (5.95)	14-4	—	—	Bq 1 P-B	599 492	Tre	75	Sestri	0.95	C.ch.cv-fr;g:grp. SS.95;d.m.11.96.	46.40 152-3	9.80 32-2	6.30 16-8	.....	Constanti- nople	L. Zafiri & Co	Syria 90	
✦	126	ROSAMOND, Chase. (6.00) 00-06	14	3/3, G	1.1.	Glt 1 P-B	1030 885	Amr	00	Benicia M. Turner		P:ch.m-fr;g(sal); sfb;rp-car.2.02.	61.62 112-5	12.19 40-0	5.18 17-9	.....	San-Fran- cisco	Williams, Di- mond & Co	Flm. 3.06 c.v.6.05	
✦	127	ROSARIO (ex-Ignazio), Tacca- nella. (12.99)	13-4	—	—	Bq 1 P-B	377 352 368	Itl	70	Cassano M. Putarzo	0.99	P:ch.m-fr;g(sal); sfb;rp-car.2.02.	38.51 122-4	8.23 27-0	5.49 18-0	.....	Gênes	Fco Dodero	Npl. 03	
•	128	ROSARIO (ex Maria), Maltese. (2.01)	13-3	—	—	B-G	94	Itl	67	Trapani	0.01	C-PP-P:ch.m-fr;g(sal); sfb;rp-car.2.95;rp.0.	35.5 85-5	6.13 20-5	3.20 10-0	.....	Trapani	Tommaso Maltese	Sre. 03 c.v.03	
•	129	ROSE, Morgan. (8.99)	12-4	—	—	K+	94 83 92	Ang	82	Bristol	0.99	C-PP-Or:ch.fr;g(sal); sfb;rp-car.8.09.	26.29 86-3	6.25 20-6	2.49 8-2	.....	Gloster	Alex. Johns	Flm. 99	
✦	130	ROSE, Jaslin. (2.93)	16	3/3, G	1.1.	Glt	162 129	Frç	93	Binic Louis Minier	0.01	C-Or:ch.fr;g(sal); sfb;rp-car.1.06;rp.07.	31.23 102-6	7.25 23-10	3.50 11-6	.....	Granville	Yvon Frères (à St-Pierre Miquelon)	Flm. 2.07	
•	131	ROSE-&-FANNY (ex-Rover), Gurard. (1.99)	9-4	—	—	Glt	66 57	Frç	85	Liverpool N-S	0.10	Mr-C-Ht-Sp-P:ch.m. fr;g(sal);sfb;rp-car.1.04;rp.0.	21.31 67-1	6.20 20-4	2.44 8-1	.....	St-Pierre- Miquelon	Beust & fils à Granville	St-P. 99 c.v.99	
✦	132	ROSE-INNESS, Colcord. (10.96)	15-6	—	—	Bq 2 P	825 770	Amr	81	Bath (Me) Wm Rogers	0.96	C-PP:ch.m-fr;g(sal); p.PP; 1 p.Sp.d.ft-m. 11.95;SS.96.	49.7 163-0	11.0 36-0	5.94 19-6	.....	New-York	C. T. Nott- man	N-Y. 96	
•	133	ROSE-L., Tiret. (1.06)	12-3	5/6, P	1.1.	Glt	73 44	Frç	76	Essex (Mass)	0.06	C-PP-P:ch.m-fr;g(sal); sfb;rp-car.12.04;p.n.06.	23.32 76-6	6.69 21-11	2.40 7-10	.....	St-Pierre- Miquelon	La Morne Française	Flm. 1.06 c.v.1.06	
•	134	ROSE-LAURENCE (ex-Evan- gelistria), Ghirardi. (8.02)	12-3	—	—	Bk Glt	17 152	Frç	91	Syria	0.02	C-P:ch.m-fr;g(sal); sfb;rp-car.12.04;p.n.06.	34.32 111-8	7.61 24-6	4.40 12-0	.....	Marseille	Capt H. Guibaud	Flm. 3.07 c.v.01	
•	135	ROSE-MADELEINE (ex-Mor- ning-Star), Le Guennec. (3.95) 86-90	14-3	5/6, G	1.1.	Glt 1 P-B	266 211	Frç	77	Kingston	0.05	C-Or-PP:ch.m-fr;g(sal); sfb;rp-car.12.04;p.n.06.	34.32 111-8	7.61 24-6	4.40 12-0	.....	Nantes	H. Guibaud	Flm. 3.07 c.v.07	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

RUD

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																													
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																																											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																																															
	DATE DU TERME																																															
	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																																
✠	136	BOSKA, <i>Petersen.</i> 05 - 05	(12.05)	16-4	5/6, G	1.1.	Glt	157 133 140	Dan	74 O.05	Troense <i>C. J. Jensen</i>	C-Ht.cb.frg.sfb;(sal); p.P.96;SS.90;rp-car. 11.05.	29.3 96-2	6.4 21-0	3.30 100-1	.....	Svendborg	N. Nielsen	Svdb. 11																													
.	137	ROS LAND, . . . . .	(4.90)	12-5	—	—	G3m	285 226	Sds	70 O.90	Sunderland	C-PP.ch.m-fr;sfb; car.6.89;SS.90.	35.4 116-2	7.6 25-0	3.96 13-0	.....	Halmstad	J. Lindström	Gf. 93																													
.	138	ROSSIJA, <i>Sabinsky.</i>	(5.04)	8-4	3/3, P	1.1.	G3m	143 136	Rss	98 O.04	Archangel	P;ch.fr;sfb;(sal).	28.60 93-10	7.32 24-0	3.05 10-0	.....	Archangel	T. D. Trufanoff	Ptb. 4.06 c.v.04																													
✠	139	BOSSING, <i>Larsen.</i> — - 02	(5.02)	16	3/3, G	1.1.	G3m	222 193 213	Dan	02	Thurø <i>N. A. Nielsen</i>	C-Ht;ch.frg;(sal); sfb	35.63 116-11	7.91 25-11	3.55 11-8	.....	Svendborg	S. R. Hansen (Thurø)	Svdb. 2.06																													
✠	140	ROTA, <i>Hansen.</i>	(4.02)	16	3/3, A	1.1.	G3m	193 165	Dan	02	Rudkjøbing <i>J. Boas</i>	C-Ht;ch.frg;(sal); d.ft-z.9.03	34.12 112-0	7.69 25-3	3.42 11-3	.....	Marstal	F. H. Andersen	Got. 12.05 c.v.05																													
✠	141	ROTA, <i>Nielsen.</i>	(1.05)	16-4	3/3, G	1.1	Glt	125 112 117	Dan	84 O.04	Thurø <i>J.Ph.Jørgensen</i>	C-Ht.ch.frg.sfb; (sal);rp.SS.93;car.12.04.	26.8 88-0	6.3 20-8	3.14 10-4	.....	Svendborg	F. Nielsen	Svdb. 6.07 c.v. 6.07																													
.	142	ROXANE (ex-Pontiac), <i>Os- tröm.</i>	(11.93)	10-4	—	—	Bq 1 P-B	578 544	Rss	60 O.93	Quebec	C-Or-B-Hk-PP;ch.ev- fr;sfb;grp.SS.93.	46.30 151-11	9.10 29-10	5.79 19-1	.....	Mariehamn	S. G. Jansson	Hlsb.93																													
✠	143	ROXANE, <i>Mårtensson.</i> 86 - 03	(11.03)	11	3/3, A A.&C.P.	1.1.	G3m	254 229 222	Sds	03	Lödöse <i>Lödöse Varf</i>	A;2comp;car.10.06	33.52 110-0	7.93 26-0	3.15 10-4	.....	Göteborg	Rederi Aktiebo- laget Columbia (J. L. Kjellberg)	Got. 10.06																													
.	144	ROYAL, <i>Brugalet.</i>	(2.04)	12-4	5/6, P	1.1.	Slp	34	Frç	69 O.04	Jersey	C-Or-P.ch.m-frg;sfb; ½ p.n.93; rp-car.2.04.	16.50 54-1	4.78 15-8	2.43 8-0	.....	St-Vaast- La Hougue	Vve Ruffloch & C (à Pontrieux)	Chb.04																													
✠	145	ROYAL, <i>Krogh.</i>	(12.00)	13-4	—	—	Bq 1 P-B	688 638 609	Nrw	81 O.01	Arendal <i>A. Henriksen</i>	P-C-PP.ch.m-frg;(sal); SS.96;d.ft-m.2.00; rp.01.	45.1 151-8	9.4 30-10	5.71 18-8	.....	Fredrik- stadt	Chr. Ellefsen	Ardl 01																													
.	146	RUBY, <i>Hicks.</i>	(10.06)	12-3	5/6, G	1.1.	Bq Glt	248 197	Ang	68 O.06	Rotherhithe <i>B. Salisbury</i>	C-Or-PP.ch.m-frg;(sal); sfb;rp-car.10.06.	38.20 125-4	8.16 26-9	3.90 12-9	31½ 34½	Fowey	J.T.Williams (à Newquay)	Flm. 10.06																													
✠	147	RUBY, <i>Staalhane.</i>	(12.00)	13-4	—	—	3 m 1 P-B	1418 1353 1280	Nrw	78 O.00	Church Point (N-E) <i>N.&amp;J. Raymond</i>	Sp-B-Ht PP-C.ch.m-fr; (sal);p.Sp;rp.90;SS.00; d ft.m.11.00.	61.8 202-8	12.1 39-6	7.19 23-8	==	Skien	Chr. Winsnes	Plm.04																													
.	148	RUDENS, <i>Sanderson.</i> (3/3, P. 1.1.)	(8.00)	9	...	..	Glt	97	Rss	00	Uppesgräve <i>Ohrmann</i>	P-C;ch.fr.(sal);sfb; G-E.	23.97 78-0	6.50 21-4	2.97 9-9	.....	Riga	J. Publing	Riga00																													
✠	149	RUDOLF, <i>Drehsin.</i> 99 - 04	(11.04)	12	3/3, G	1.1.	B-G 3m	418 346	Rss	04	Adiamunde <i>R. Tuum</i>	P-C;frg;(sal); sfb;p.P;car.10.06	42.67 140-0	8.71 28-7	4.14 13-6	.....	Riga	P. Legsding & Co	Card. 10.06																													
✠	150	RUDOLF (ex-Walter-G.), <i>Carlsson.</i>	(5.05)	12-6	5/6, G	1.1	G3m	482 462	Sds	84 O.05	Moss-Glen(N- S.) <i>G. Merritt</i>	Sp-B-PP-P-C; ch.m- frg;(sal);SS 16;sfb;rp- car.0.05.	45.30 148-6	9.80 32-3	3.96 13-0	.....	Lerbergget	J. Andersson	Hlsb. 5.05																													

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM CHARACTER															
	1	2	3	4	5	6													
	151	RUDOLPH, <i>Schrum, C.</i> (12.96)	12-3	—	—	Gls	41 39	Alm	62	Elmshorn <i>Thormählen</i>	C.sfb;1/2V;f.d.plt; p.S;SS.89;rp-car.8.98.	18.0 59-0	5.4 14-5	1.77 5-10	.....	Rendsburg	Capt	Hbg 98	
✦	152	RUDOLPH, <i>Schack.</i> (3.06)	11	3/3, G	1.1.	G3m	198 163 186	Dan	98	Copenhagen <i>Burmeister &amp; Wain</i>	A; 4 comp; petrol in bulk;rp-car.8.06.	33.15 108-9	7.03 23-1	3.52 11-7	.....	Copenha- gue	Det Danske Pe- troleum Aktie- selskab	Cph. 8.06	
✦	153	RUDOLPH, <i>Kurra.</i> (9.01 78-01 (3/3,G.1.1.)	11	...	..	Glt	136 180	Rss	01	Sackenhausen <i>Popur</i>	C-P;ch.fr;(sal);sfb.	23.75 78-0	6.78 22-3	3.28 10-9	.....	Sacken- hausen	Berne & C°	Lib. 04	
✦	154	RUDOLPH-JOSEPHY, <i>Müller.</i> (12.05) 92-97	13-1	—	—	G3m I P-B	498 449	Alm	83	Rostock <i>O. Ludewig</i>	C-Ht.ch.m-frg;(sal);rp- car.SS.5.05;d.ft-m.12.05	39.4 129-3	8.3 27-3	5.43 17-10	.....	Bremen	Norddeut- scher Lloyd	Wes. 12.05	
✦	155	RUNDSCHAU, <i>Steffens.</i> (7.99)	11	—	—	Kn	294 287	Alm	91	Papenburg <i>Joh.L.Meyer</i>	A; 5 comp; 1 p. F. car.7.99;rp.98.	40.25 132-1	7.75 25-5	3.50 11-6	.....	Hamburg	Vereinigte Bug- sir-u.-Fracht- schiffahrt Ge- sellschaft	Hbg 99	
✦	156	RUSSIE, <i>Brébant.</i> (2.99)	13	3/3, G	1.1.	Glt	127 118	Frç	99	Dunkerque <i>A. Sauvage</i>	C-Or;ch.ev.frg;sfb.	29.17 95-9	6.91 22-6	3.47 11-5	.....	Gravelines	J. Lecomte	Ok. 2.06 c.v. 2.06	
✦	157	RUTH, <i>Eriksen.</i> —-02	16	3/3, G	1.1.	G3m	172 146 167	Dan	02	Marstal <i>J. N. Petersen</i>	C-Ht;ch.frg;(sal); sfb.	32.08 105-3	7.85 25-9	3.23 10-7	.....	Marstal	C. W. Clausen	Svdb. 4.07 c.v. 8.06	
✦	158	RUTH, <i>Falentin.</i> (3.06) 83-01	16-6	3/3, G	1.1.	Glt	167 150 160	Dan	90	Odense <i>N. F. Hansen</i>	C-Ht.ch.m-frg;(sal);sfb; p.P;car.10.02;SS.65.	33.5 109.11	7.0 23-0	3.17 10-5	.....	Svendborg	J. Nielsen (à Troense)	Svdb. 2.06 c.v. 05	
✦	159	RUTH, <i>Petersen, A. M.</i> 99-04 (5.04)	16	3/3, P	1.1.	Glt	61 48 54	Dan	04	Odense <i>N. F. Hansen</i>	C-Ht;ch.frg;(sal); GE;sfb.	21.97 72-1	5.96 19-7	2.17 7-2	.....	Nyborg	Capt	Svdb 04	
✦	160	RUTH, <i>Persson.</i> (7.00) <i>Moteur aux.</i>	14	3/3, P	1.1.	Lg	57 47	Sds	00	Wiken <i>J. Hagerman</i>	C-Ht-P;ch.frg; (sal);sfb;car.8.07.	22.00 72-2	5.95 19-6	2.07 9-10	.....	Halmstad	J. Jacobsens Re- deriAktiebolaget	Gct. 8.07	

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



1	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE						GRÈLEMENT FOURRE DE PONTS	Brut Net — Zous le pont								DOUBLAGE — RÉPARATIONS	EN MÈTRES EN PIEDS ET POUCES
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠	1	S.-AMALIA (ex-Etha-Rick- mers), Mastellone. (6.04) 82-04	16-7	3/3, L	1.1.	3 m 1P-B	1841 1754	Itl	90 O.04	Geestemünde R. C. Rickmers	C-Ht-PP;ch.m.frg; d.ft-m.5.04;rp.SS.04.	72.48 237-10	11.58 38-0	8.08 26-6	.....	Naples	P. Samengo	N.Y. 6.56			
✠	2	S.-C.-ALLEN, Johnson. P.C. (10.06) (5.03)	13-3	—	—	Bq	690 652 655	Amr	88 O.03	Bath (Me) N.E.S.B.Co	C-Hk-PP-B;ch.m.frg; (sal);rp.03;d.m.93.	54.0 177-2	11.3 37-1	4.27 14-0	.....	Port-Town- send	C. S. Holms	Hnl. 03 c.v.03			
✠	3	S.-D.-CARLETON, Amesbury. (10.90)	13	—	—	3 m 2 P	1882 1671 1636	Amr	90 O.98	Rockport (Me) Carleton & Nor- wood	C-PP ch.m.frg;(sal); d.ft-m.6.02;rp.96.	73.15 240-0	13.51 44-4	7.75 25-5	.....	San-Fran- cisco	W.E. Mighell & Co	S-F. 02			
✠	4	S.-G.-WILDER, Jackson. P.C. (6.01)	14-6	—	—	Bq	604 558	Amr	87 O.01	Port Blakely Hall Bros	P.ch.m.frg.sfb;(sal); p.P;rp.SS.01;car.1.06	50.8 166-8	11.3 37-1	4.57 15-0	.....	San-Fran- cisco	Williams, Di- mond & Co	Hnl. 1.06			
.	5	S.-GIUSEPPE, Maffei. (7.03)	13-4	—	—	B-G	103 98	Itl	79 O.03	Viareggio	C-P;ch.frg;sfb;rp; car.8.05.	22.50 73-10	6.75 22-2	3.20 10-6	.....	Livourne	P. Amoriello	Lvn. 8.95			
✠	6	S.-MARIA-V. (ex-Albanese). Cilento. (12.02)	13-3	3/3, A	1.1.	3 m 1 P-B	445 420 414	Itl	80 O.02	Varase	C-PP-Ht;ch.m.frg;d. ft-m.12.02;rp.SS.02.	41.18 135-2	7.85 25-9	5.56 18-3	.....	Castella- mare	Ferd. Cilento	Bx 10.06 c.v.10.06			
.	7	S.-MIGUEL (ex-Rozina), Bagao. (6.06)	11	3/3, A	1.1.	B-G	184	Ptg	91 V.06	Lussinpiccolo	A;rp-car.6.06.	29.04 95-4	7.22 23-8	3.59 11-10	.....	Lisbonne	L. F. Bagao	Lish. 6.06			
✠	8	S.-N.-CASTLE, Neilson. (1.01)	12-6	—	—	Bq	515 464	Amr	86 O.02	Port-Blakely Hall Bros	P.ch.m-fr.sfb;(sal) car.12.99;SS.02.	47.4 155-6	10.7 35-0	4.13 13-7	.....	San-Fran- cisco	J.D.Spreckels & Co	S-F. 02 c.v.02			
✠	9	S.-P.-HITCHCOCK, Zerck. (11.03)	13-7	—	—	3 m 2 P-B	2305 2086 2125	....	83 O.04	Bath (Me) I. F. Chapman	C-PP.ch.m.frg;(sal); SS.04;car.01;d.ft-m. 12.05.	77.1 253-0	13.5 44-4	8.62 28-3	.....	.....	.....	H-K. 11.06			
✠	10	S.-PUBBLIO (ex-Anita-S.), Re- vello. (6.04)	13-4	5/6, G	1.1.	Bk 1 P-B	392 378 385	Itl	76 O.04	Cassano A. Castellano	C-P;ch.m.d.ft-m. 9.99;rp.SS.04.	35.40 116-0	8.10 26-7	5.63 18-5	.....	Gênes	Capt	Mlt. 04			
✠	11	S.-T.-ALEXANDER, Johnson. (1.00) (3/3, G.1.1.)	14	...	...	G4m	779 695	Amr	90	Eureka H. D. Bendixen	P-C;ch.m.frg;(sal); sfb.	53.47 175-5	11.70 35-5	4.80 15-9	.....	San-Fran- cisco	Chas. Nelson	Hnl. 02 c.v.02			
✠	12	S.-T.-C <sup>o</sup> -N <sup>o</sup> -1, Tufts. (6.07) Barge.	12	3/3, G	1.1.	Glt	656 565 606	Ang	07	Great Salmon River (N-B) Robt Connolly	Sp-B-C;ch.m.frg; (sal);sfb.	52.25 171-5	11.58 38-0	3.79 12-5	.....	St-John (N-B)	Robert Con- noly	N-S. 6.07			
.	13	S.-THIAGO (ex-Providencia), de Fonseca. (7.07)	12-4	5/6, A	1.1.	B-G	171 130	Ptg	71 O.07	Blanes Vieta	C-M;ch.m-ev;d.ft- m.1.07;SS.01;rp.07.	26.26 86-2	7.42 24-4	3.28 10-9	.....	Cap Vert	J. Coelho Serra & Co	Lish. 7.07			
.	14	SAARA, Tulsi, A. (1.05)	6-5	3/3, P	1.1.	Glt	159 149 158	Rss	05	Lavansaari J. Wendelin	P;ch.fr;sfb.	29.40 96-5	7.95 26-1	3.46 11-4	.....	Wiborg	Capt	Hish. 1.06			
✠	15	SAARI, Blomqvist. (2.03)	11-3	3/3, L	1.1.	G3m 1 P-B	423 401	Rss	91 O.03	Gustafs W. Wägelius	P.ch.m.frg.(sal);SS.03; sff.p.d.ft.m.2.03;rp.05.	38.71 127-0	9.14 30-0	4.57 15-0	.....	Gustafs	D.E.Eriksson	Abo 05			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			BIG NUMBER OF DECKS	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND	
	DATE OF TERM																				
	1	2	3																		
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19						
.	16	SAARI, Brunila. (7.98)	8-4	—	—	—	83	Rss	98	Hickula	P; ch. fr; sfb.	33.32 109-4	7.50 24-7	2.47 8-1	.....	Kotka	A. Brunila	Ptb. 98			
✠	17	SABINE, André. (6.05) 04-06	13	3/3, P	1.1.	Dy	59 45	Frç	05	Paimpol Floury	C-Or-Ht;ch.frg; p.S;sfb.	19.95 65-6	5.93 19-6	2.66 8-9	.....	Tréguier	G. Le Fores- tier	Pmp. 7.07			
.	18	SABBINA, Johnsson. S. J. (7.01)	12-5	—	—	G3m	322 296	Sds	76 O.01	Sunderland	C-PP;ch.m.d.ft-m. 7.01;grp.99;rp.SS.01.	41.10 134-10	8-41 27-7	3.93 12-11	.....	Oskars- hamn	Capt	Got. 03			
.	19	SACRA-FAMIGLIA-G., Sanges. (11.06)	13-3	3/3, M	1.1.	B-G	91 80	Ang	90 O.05	Castellamare	C-P;ch.m-frg;d.ft- m.7.05;rp.06.	24.48 80-4	6.45 21-2	2.80 9-2	.....	Malta	Gius. Vella & Fr.Scicluna	Mit. 11.06			
✠	20	SACRAMENTO, Johansson. (4.98)	13	3/3, P	1.1.	Glt	58	Sds	98 O.05	Halmstad V. Frandsen	C-P-Ht;ch.frg;(sal) sfb:centerboard; car.8.05	21.50 70-6	6.23 20-5	1.63 5-4	.....	Halmstad	C.A.Anderson	Hlsb. 9.95			
✠	21	SADI-CARNOT, Drouet. (1.95)	13	3/3, A	1.1.	G3m	354 275	Frç	95 O.05	St-Malo Gautier père	C-Or;ch.m-frg;(sal) d.ft-m.11.00.	41.50 136-1	9.11 29-10	4.06 13-3	.....	Fécamp	André Mon- nier	Fcp. 4.05 c.v. 4.05			
✠	22	SERIMNER, Lindstöl.(11.05)	13-4	5/6, A	1.1.	Bq 2 P-B	1313 1158 1178	Nrw	78 O.06	Stavanger L. Magnus	P-PP-C.ch.m-frg;(sal); SS.98;d.ft-m.5.06; rp.06.	63.1 207-0	10.8 35-6	7.20 23-8	.....	Stavanger	Birger Berg & Co	Chrt. 5.06			
.	23	SAFFO, Paolinelli. (8.04)	13-3	—	—	Ctt	54	Itl	73 re.01 O.01	Viareggio Raffaelli	C-P;ch.frg;sfb;SS. 01;car.9.06;rp.06.	20.20 66-3	6.10 20-0	2.40 7-11	.....	Livourne	Ing. A. Lippi (à Viareggio)	Lvn. 9.06			
✠	24	SAGA, Olsen. (9.00) 07-07	16-9	3/3, G	1.1.	B-G 3m	285 261 254	Dan	93 O.00	Marstal J. Rasmussen	C-Ht;ch.m-frg;(sal); sfb,grp.01;rp.04;car. 9.07.	37.60 123-5	7.80 25-8	3.86 12-8	.....	Marstal	L. J. Bager	Svob. 9.07			
✠	25	SAGA, Clausen. (5.04) 98-98	14-6	5/6, G	1.1	Glt	152 139 142	Dan	70 O.04	Troense C. J. Jensen	C-Ht; ch.m.sfb;SS. 04;car.11.01;rp.06.	28.78 94-5	6.94 22-10	3.30 10-10	.....	Svendborg	L.J.v.d.Hude	Svob. 9.06 c.v. 9.06			
.	26	SAIMA, Pulli. (7.96)	9-7	—	—	Glt	101	Rss	96	Bjorko	P.ch.fr.sfb;rp-car. 5.00.	28.77 94-5	7.32 24-0	2.51 8-3	.....	Wiborg	J. Lekkeri	Hlsf.00			
✠	27	SAINT-ANSBERT, Deleusme. (11.96)	13	3/3, G	1.1.	B-G 3 m	275 228	Frç	95 O.06	La Richardais L. Tranchemer	C-Or;ch.m-frg;d. ft-m.11.06;rp.06.	37.12 121-10	8.37 27-6	3.84 12-7	.....	St-Servan	Ansbert Lab- bé (à Paris)	Bx 11.86			
✠	28	SAINT-ANTOINE, Rivoir. (1.97)	13	3/3, G	1.1.	B-G 3 m	217 162	Frç	97 O.06	Cancale Bouchard	C-Or; ch.m-frg;sfb; rp.99;car.1.06.	33.60 110-3	8.67 28-5	3.72 12-2	.....	Cancale	Eug. Lehoerff	St-M. 1.06			
✠	29	SAINT-ANTOINE-DE-PADOUE, Fouques (10.95)(3/3,L1.1.)	13	...	...	3mG 1 P-B	356 266	Frç	95	St-Malo Gautier père	C-Or;ch.m-frg(sal) p.PP;d.ev.10.95;rp.96.	41.69 136-9	9.15 30-0	4.00 13-2	.....	Fécamp	Tranquille Monnier	Bx 96			
.	30	SAINT-ANTOINE-DE-PADOUE, Pellegreny. (11.02)	11-3	—	—	Dy	38 33	Frç	96 O.02	Sables d'Olonne Chauvitau.	C;ch.frg;sfb;rp-car. 11.02	16.83 55-2	5.73 18-10	2.57 8-5	.....	Ars-en-Ré	Ramigeard	L-R.02			

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD  SALT WATER W.N.A. 10 inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND														
	DATE OF TERM																			
	1	2	3			4														5
✠	46	SAINT-HUBERT (ex-Helene). Hubert. (3.98)	16-3	—	—	G3m 1 P-B	423 268 374	Frç	81 O.98	Brake	C-Ht-PP;ch.m-frg; (sal);d.ft-m.6.96;rp.98.	42.12 138-2	8.70 28-6	4.57 15-0	.....	Fécamp	Vandacle. Hubert & Co	Fcp 98		
✠	47	SAINT-HUBERT, Delanoë. (2.97)	15	3/3, A	1.1.	B-G 3m	232 188	Frç	97 O.07	La Richardais L. Tranchemer	C-Or.ch.m-frg;d. m.1.07.	37.87 124-3	8.11 26-7	3.74 12-3	.....	St-Servan	Hubert	St-M. 3.07		
✠	48	SAINT-JACQUES, Féron. (1.99) (3/3, L. 1.1.)	15	...	..	Bq 1 P-B	415 225	Frç	99	St-Malo A. Buron	C-Or;ch.m-frg;d. ft-m.11.01.	43.52 142-10	8.90 29-2	4.40 14-3	.....	Fécamp	Vve Pannevel, Vve Godichard & Co	Bx 01		
✠	49	SAINT-JAMES, Tapley. (10.97)	15-3	—	—	Bq 2 P	1570 1453	Amr	83 O.90	Bath (Me) J. McDonald	C-PP.ch.m-frg;(sal) p.PP;d.ft-m.3.98	60.8 199-6	12.5 41-0	7.18 23-7	.....	San-Fran- cisco	W.E. Mighell & Co	N-Y.98		
✠	50	SAINT-JEAN, Lcbreton. (11.06)	15	3/3, G	1.1.	3m B-G	314 251 276	Frç	06	La Richardais L. Tranchemer	C-Or;ch.frg;sfb.	36.95 121-3	8.43 27-8	4.04 13-4	.....	Cancale	Jean	St-M. 1.07		
.	51	SAINT-JEAN, Auffret. (7.01)	11-3	—	—	Lg	45	Frç	78 O.01	La Périère Coyac	C;ch.frg;sfb;rp- car.SS.7.01.	15.77 51-10	5.38 17-8	2.62 8-7	.....	Lorient	E. Corfmat	B-I. 01		
✠	52	SAINT-JEAN, Yvinneq.(12.94) (3/3, P. 1.1.)	15	...	..	Slp	41 25	Frç	94	Tibidy Poulain & St. Père	C-Or-PP;ch.frg; (sal);p.PP;sfb.	17.08 56-0	5.32 17-6	2.40 7-11	.....	Brest	Jos. Bastit	Rsc. 97		
.	53	SAINT-JEAN-BAPTISTE, Marion. (11.03) 86 - 95	10-2	—	—	Dy	79 61	Frç	85 O.03	Boulogne Baheux	C-Or.ch.frg;sfb;p. n.96;grp-car.11.03.	21.50 70-6	6.74 22-2	2.71 8-11	.....	Boulogne	Hautin- Dandre	Chb.03		
✠	54	SAINT-JOSEPH, Desjardins. 01 - 02 (10.02) (3/3, L. 1.1.)	15	...	..	3mG 1 P-B	137 108	Frç	02	La Richardais L. Tranchemer	C-Or;ch.m-frg;d. m.10.02.	42.63 138-11	9.15 30-0	4.50 14-9	.....	Fécamp	Duhamel fils	St-M02		
✠	55	SAINT-JOSEPH, Cahn. (1.99)	15	3/3, G	1.1.	3mG	249 189	Frç	99 O.06	Cancale Bouchard	C-Or;ch.m-frg;sfb; car.1.06.	35.08 115-0	8.43 27-8	4.08 13-5	.....	Cancale	J. Lessard	St-M. 2.06		
.	56	SAINT-JOSEPH, Langlois. 76-06 (3.07)	12-4	3/3, G	1.1.	Dy	101 77	Frç	91 O.07	Fécamp E. Capon	C-Or;ch.frg;sfb; grp.04;rp-car.3.07.	24.63 80-10	6.54 21-6	3.25 10-8	.....	Lannion	Bothuoa (Ile Grande)	B-I. 3.07		
.	57	SAINT-JOSEPH, Rabecq.(8.91)	12-4	—	—	Glt	73 54	Frç	64 O.91	Fécamp	C-Or.ch.fr.sfb;(sal); p. S.79;car.SS.8.91;rp.92.	22.5 73-10	6.3 20-8	2.80 9-2	.....	Granville	Vve Roulet (à Règneville)	Chb.94		
✠	58	SAINT-JOSEPH, Marec. 77 - 03 (3.95) (3/3, P. 1.1.)	15	...	..	Slp	35 27	Frç	95 O.03	Paimpol Pitvin	C-Or-PP.ch.frg;sfb à vivier; car.3.03.	15.73 51-8	5.22 17-2	2.83 9-4	.....	Cherbourg	Corftir	Chb.03		
✠	59	SAINT-JULIEN, Mangelus. (12.04)	13-2	—	—	Bq 1 P-B	1096 1049 962	Rss	80 O.01	Black-Riv.(M-S) J. & R.M. Leod	Sp-PP-B-C.ch.m-frg; sal;sfb;SS.94;rp.04.	54.13 177-7	11.3 37-0	6.81 22-4	==	Marie- hamn	Rob.Mattsson	Abo 04		
✠	60	SAINT-LAURENT, Kerignard. (8.01)	15	3/3, L	1.1.	B-G	216 149	Frç	01	La Richardais L. Tranchemer	C-Or;ch.m-frg;d. m.9.06;rp.07.	31.34 102-9	7.74 25-5	3.94 12-0	.....	St-Malo	P. Hervot	Stb. 8.07 c.v. 6.07		

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



N°	NOM DU NAVIRE & CAPITAINE	CLASSIFICATION			CARGEMENT NATURE DU PORT	COULEUR DU PORT	PAVILLON	ANNÉE DE CONSTRUCTION	PORT D'ORIGINE	MÉTIER	COÛTS			PORT D'ARRIVÉE	ARMATEUR	DERNIÈRE VISITE
		1	2	3							4	5	6			
1	SAINT-LAURENT, Nougat.	13-4	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	Lept	10-10
2	SAINT-LAURENT, Kellien.	13	3,3,1	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	Marchand	10-10
3	SAINT-LÉON, Groux.	16	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	P. Groux	10-10
4	SAINT-LOUIS, Nemet.	I	3,3,1	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
5	SAINT-LOUIS, lez-Johanna.	13	—	—	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
6	SAINT-LOUIS, Lodeho.	13	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
7	SAINT-LOUIS, Cresneau.	11-7	—	—	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
8	SAINT-LUCIEN, Fro.	14-7	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
9	SAINT-MARTIN, Marchand.	9-2	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
10	SAINT-MATHURIN, Nougat.	16	3,3,1	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
11	SAINT-MEES, Louet.	13	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
12	SAINT-MICHEL, Quemo.	13	—	—	3mG 1P-B	—	Fr	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
13	SAINT-MICHEL, ...	14	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
14	SAINT-MICHEL, Proven.	13	3,3,1	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10
15	SAINT-MICHEL, Hervé.	14	3,3,0	1,1	10	1	F	02	Nantes	Charr. & bois	25	40	1 00	Nantes	St. Nemet	10-10

N. B. — Les traits — — indiquent que le coté est inscrit au registre conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	SHEATHING						REPAIRS									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND					IN FEET AND INCHES															
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
+	76	SAINT-MICHEL, <i>Le Briand</i> , 01-06 (3.06)	13	3/3, G A.&C.P.	1.1.	Dy	100 81	Frç	06	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; sfb.	26.15 85-10	7.09 23-3	2.78 9-2	.....	Tréguier	Le Briand (à Barfleur)	Reg. 4.56			
+	77	SAINT-MICHEL, <i>Guéno</i> , 01-04 (10.05)	13-4	5/6, G	1.1.	Glt	99 84	Frç	70 O.05	Méans	C;ch.frg;sfb;SS. 01;rp-car.10.05.	20.20 66-3	6.00 19-8	3.42 11-3	.....	Lorient	E. Maresche	Reg. 10.05			
.	78	SAINT-NICOLAS (ex-Battista- c.), <i>Burgaud</i> . (1.07)	13-2	3/3, G	1.1.	B-G	261 224	Frç	93 O.98	Spotorno	C-PP;ch.m.frg;d.ft- m.1.02;rp.02;p.PP.07.	35.28 115-10	8.21 26-11	3.91 12-10	.....	Granville	A. Jacquet	Reg. 2.57 c.v.2.07			
.	79	SAINT-PAIRAISE (ex-Bessie- M.-Wells), <i>Forest</i> . (12.06)	13-3	3/3, G	1.1.	Glt	92 61	Frç	85 O.07	Essex (Me)	C-PP-P;ch.cv-m.frg; (sal);sfb;car.1.04; p.PP.07.	25.94 85-2	7.02 23-0	2.53 8-4	.....	Granville	E. Fontaine	Reg. 2.57 c.v.2.07			
.	80	SAINT-PATRICK, <i>Thébaud</i> , (12.03)	12-4	—	—	Ctt	72 50	Frç	85 O.03	Gt-Yarmouth <i>H. Critten</i>	C-Or-PP-Gr;ch.frg sfb;SS.9.97;rp-car.11.00	23.5 77-3	5.9 19-3	2.90 9-6	.....	Nantes	Hippolyte Joyau	Hv. 01 c.v.03			
+	81	SAINT-PAUL, ..... (8.00)	13-4	—	—	3 m 3 P	1894 1824	Amr	74 O.00	Bath (Me) <i>Chapman &amp; Flint</i>	C-PP.ch.m.frg;(sal); 3 p.PP;SS.89;car.2.04; d.ft-m.8.00.	70.1 230-0	12.8 42-0	8.47 27-9	.....	San-Fran- cisco	Pacific Packing & Navig. Co.	N-Y. 00			
+	82	SAINT-PAUL, <i>Southard</i> , (10.02)	12-3	—	—	BqG 1 P-B	472 440 417	Ang	90 O.02	Avondale (N-S) <i>J. A. Mosher</i>	Sp-B-Ht-PP-C;ch.m- frg;(sal);SS.02;d.m.4.04.	41.07 134-9	10.05 33-0	4.57 15-0	.....	Windsor (N-S)	E. E. Hutchings & New-York	N-Y. 8.05 c.v.8.00			
+	83	SAINT-PAUL, <i>Lissillour</i> , (9.07)	13	3/3, G A.&C.P.	1.1.	Dy	90 69 89	Frç	07	Paimpol <i>Floury</i>	C-Or-Ht;ch.frg; sfb.	22.36 73-4	6.77 22-2	2.97 9-9	.....	Erquy	Loncle de Forville	Reg. 12.17			
.	84	SAINT-PAUL, <i>Esnol</i> . (1.05)	12-3	3/3, G	1.1.	Dy	87 73	Frç	87 O.05	Fécamp <i>B. Capon</i>	C-Or-S;ch.frg;sfb;(sal); p.n.97;rp-car.1.05.	23.71 77-9	6.48 21-3	3.09 10-2	.....	Martigues	Mme M. C. Cabissol	St-M. 8.05			
.	85	SAINT-PAUL (ex-Dora), <i>Le- dormeur</i> . (3.07)	10-3	3/3, G	1.1.	Glt	84 55	Frç	94 O.07	Lunenburg (N-S)	Sp-B-Ht-P;ch.m.frg; (sal);sfb;grp-car.3.07.	23.61 77-6	6.95 22-10	2.56 8-5	.....	St-Pierre- Miquelon	A. Jacquet	St-P. 3.07			
.	86	SAINT-PIERRAISE (ex-Jan- vier), <i>Pichon</i> . (4.03)	9-2	—	—	Glt	68 45	Frç	80 re.97	George River (G); re. St-Pierre-M.	Sp-P.ch.m.-fr.(sal); sfb;re-car.SS.3.97; rp.00.	22.46 73-8	6.03 21-9	2.75 9-0	.....	St-Pierre- Miquelon	Fr. Thélot	St-P. 03 c.v.03			
.	87	SAINT-PIERRE (ex-Planet), <i>Barbier</i> . (6.05) 01-03	11	3/3, L	1.1.	Bq 2 P	863 783	Frç	68 111005	Greenock <i>R. Steele</i>	F; 2 comp; 2 p. S; car.12.06;rp.06.	60.21 197-7	9.57 31-5	6.02 19-9	.....	Le Havre	Union des Char- geurs coloniaux	St-M. 6.05			
+	88	SAINT-PIERRE, <i>Massé</i> , (3.97)	13	3/3, L	1.1.	3mG	276 205	Frç	97 O.07	St-Malo <i>Gautier père</i>	C-Or.ch.cv.frg;d. m.5.07;grp.07.	37.09 121-5	8.23 27-0	4.01 13-3	.....	St-Servan	Huet & C	St-M. 3.97			
.	89	SAINT-PIERRE (ex-Adelaide), <i>Charlot</i> . (2.03)	13-11	3/3, A	1.1.	B-G 1 P-B	225 180	Frç	01	Savone	C-P;ch.m.frg;d.m. 01.	34.62 113-8	8.16 26-9	3.72 12-2	.....	Granville	A. Jacquet	St-M. 2.03 c.v.2.05			
.	90	SAINT-PIERRE, <i>Maillard</i> , (12.97)	13-1	—	—	Bq 1 P-B	324 253	Frç	85 O.91	Fécamp <i>F. Capon</i>	C-Ht.ch.cv.m.frg; p. P;d.ft-m.12.98.	36.91 121-1	8.55 28-0	4.58 15-0	.....	Fécamp	Vve J. Malan- dain & fils	Bx 98			

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance-spéc.	NAVIRES & CAPITAINES				CLASSIFICATION		TONNAGE	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD — SALLE ILLAN	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE				DIVISION & TERME	COTE													GÉNÈREMENT NOM DE PORT	Brut Net — Sous le pont
	DATE DE DÉPART DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
•	91	SAINT-PIERRE, <i>Besnard.</i> (4.06)			14-6	3/3, G	1.1.	Dy	129 110	Frç	95 O.06	Fécamp	C-Or; ch.m-frg; (sal); sfb.	27.10 89-0	7.62 25-0	3.29 10-10	.....	Fécamp	Ch. Besnard	Fec 4.06
✠	92	SAINT-PIERRE, <i>Maléo.</i> (4.03)			13	3/3, G	1.1.	Glt	138 110 127	Frç	03	Trentemoult	P; ch.frg;sfb; grp- car.6.06.	29.93 98-3	6.59 21-8	3.11 10-2	.....	Nantes	Grenet fils	Lim. 6.06
•	93	SAINT-PIERRE, <i>Malfoy.</i> (3.97)			11-3	—	—	Dy	129 109	Frç	94 O.97	Boulogne <i>Baheru</i>	C-Ht-Or-S; ch.frg; sfb.car.3.99.	25.18 82-9	7.31 24-0	3.60 11-10	.....	Dieppe	Schlumberger (Rouen)	Dp. 99
•	94	SAINT-PIERRE, <i>Liés.</i> (9.96)			12	3/3, P	1.1.	Kt	63 50	Frç	96 O.02	Camaret <i>Boennee</i>	C-Or.ch.frg;p.P; sfb;rp-car.1.04.	19.0 62-4	5.40 21-0	2.78 9-2	.....	Conquet	Elies Frères	Brst 11.05 c.v. 05
•	95	SAINT-PIERRE, <i>Jouanjean.</i> (4.99)			10-6	—	—	Kt	59 36	Frç	94 O.99	Boulogne <i>Baheux</i>	C-Or; ch.frg;sfb; grp-car.4.99.	19.22 63-1	6.29 20-8	2.84 9-4	.....	Boulogne	V <sup>ve</sup> Hautin- Tétard	Chb. 01
•	96	SAINT-PIERRE, <i>Padel.</i> (11.93)			10	—	—	Slp	22 17	Frç	93 O.00	Paimpol <i>Pilvin</i>	C-Or-S; ch.frg;sfb; car.7.00.	15.06 49-3	4.40 14-5	2.35 7-9	.....	St-Malo	Capt (Kermouster)	Pmp. 00
•	97	SAINT-PIERRE & SAINT-PAUL <i>Le Bihan.</i> (7.06)			8-4	3/3, G	1.1.	Dy	119 93	Frç	93 O.06	Fécamp <i>E. Capon</i>	C-Or-S; ch.frg;sfb. p.S;rp-car.11.06.	25.79 84-8	7.10 23-4	3.24 19-8	.....	Auray	Capt (à Baden)	Aur. 11.06
✠	98	SAINT-BENÉ, <i>de Romain.</i> (8.93)			13-11	—	—	Dy	25 15	Frç	93	Nantes <i>E. Alleau</i>	C; ch.m-frg;q.ch. fr;p.PP;d.ev.7.93.	15.23 50-0	4.23 13-10	2.07 6-10	.....	Nantes	de Romain	Nt. 93
•	99	SAINT-ROCH <i>ex-Gabrielle.</i> <i>Glémée.</i> (4.07)			9-3	3/3, G	1.1.	Glt	71 47	Frç	79 rg.02 O.07	Lunenburg (N-S)	Sp-B-Ht-P; ch.m-frg; (sal); sfb;rp-car.1.07.	22.58 74-1	6.28 20-7	2.69 8-10	.....	St-Pierre- Miquelon	A. Jacquet	St-P 1.07
✠	100	SAINT-ROGATIES. <i>Illiaquer</i> <i>1. 4-25</i> <i>11.06)</i> 05-05 (9.05)			I	3/3, L	1.1.	Bq A & C. P	1581 1388 1101	Frç	01 V.05	Nantes <i>A. Dubigcon</i>	A: 2 comp; D. 14m50; R.4m90A 12m10; G.3m; rp-car.11.06	74.97 216-0	11.19 36-9	6.54 21-5	55 58	Nantes	L. Bureau & fil.	Nt. 11.36
✠	101	SAINT-SIMON, <i>Saralle.</i> (10.99) (3/3, L.1.1.)			13	...	...	3mG 1P-B	392 222	Frç	99	LaRichardais <i>L. Tranchemer</i>	C-Or; ch.m-frg;d. m.10.99.	42.33 138-11	9.16 30-1	4.39 14-5	.....	Fécamp	Simon Duhamel	Bx 00
✠	102	SAINT-VINCENT-DE-PAUL. <i>Blanchard.</i> (6.03)			16	3/3, L	1.1.	Bq 2 P	705 640	Frç	03	Honfleur	C-Or; ch.m-frg; (sal); d.ft-m.5.03.	47.03 154-4	9.82 32-3	5.94 19-6	.....	Le Havre	Crédit Foncier Agricole d'Algé- rie	P-N. 11.06 c.v.11.06
✠	102	SAINT-YVES, <i>Besnard.</i> — - 04 (3.04)			13	3/3, G	1.1.	3m8-6 1P-B	895 253	Frç	01	Cancale <i>Bouchard</i>	C-Or; ch.m-frg.sfb.	38.31 125-8	8.69 28-6	4.29 14-1	.....	Cancale	Noblet & C <sup>o</sup>	St-M. 2.06
✠	104	SAINT-YVES, <i>Le Minter.</i> 85 - 06 (5.00)			13	3/3, G	1.1.	Dy	71 54	Frç	00	Paimpol <i>Laboureur</i>	C-Or; ch.frg;sfb; car.8.06.	20.20 66-3	6-22 20-5	2.79 9-2	.....	Treguier	Quallénec (Pleubian)	Pmp. 8-06
•	105	SAINT, voir aussi SANCTA, SANTA																		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHIPPING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY										
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS														SHIPPING — REPAIRS									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																												
	DATE OF TERM																												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
+	106	SAINTE-ANNE, <i>Bérard</i> . P. C. 6-85 (8.07)	I	3/3, I.	1.1.	Bq 1P-B	$\frac{1629}{109}$ 1484	Frç	99	Nantes V.07	<i>R. Dubigeon</i>	A; 2 comp; D. 14m50; L. Rt. 4m90; R. A. 12m80; G. 3m; rp-car. 8.07.	75.66 248-3	11.22 36-10	6.58 21-7	55 58	Nantes	L. Bureau & dils	Gk. 8.07										
+	107	SAINTE-ANNE, <i>Leprêtre</i> . (1.94)	16	3/3, G	1.1.	Glt	$\frac{172}{133}$	Frç	94	St-Malo O.01	<i>E. Mallard</i>	C-Ht-Or; ch. cv-m- frg; sal; sfb; rp-car. 10.01	31.83 104-6	7.28 23-11	3.53 11-7	.....	Gravelines	Georges Gombert	Gk. 2.05 c.v. 2.05										
+	108	SAINTE-ANNE, <i>Viré</i> . (12.93)	15	3/3, G	1.1.	Glt	$\frac{176}{135}$	Frç	93	St-Malo O.02	<i>Gautier</i>	C-Or; ch. m-frg; (sal) p. P. P; sfb; rp. 05; car. 2.05	30.28 99-4	7.31 24-0	3.70 12-2	.....	Cancale	P. Hunot & A. Divel	St-M. 2.05										
.	109	SAINTE-ANNE ( <i>ex-Empress</i> ), <i>Férec, D.</i> (3.02) 96-00	12-3	—	—	Glt	$\frac{99}{77}$	Frç	76	Barnstaple O.02	<i>Westacott</i>	C-Or-PP-P. ch. m- frg; p. n. 99; sfb; car. 3.02.	27 23 89-4	6.36 20-10	2.98 9-10	.....	Pont L'Abbé	Capt	Bx 04										
.	110	SAINTE-ANNE ( <i>ex-D.-M.-Owen</i> ), <i>Granduis</i> (4.03) (3/3, G. 1.1.)	10-6	...	...	Glt	$\frac{92}{47}$	Frç	99	LaHave (N-S) O.03		Sp-B-Ht-P; ch m- frg; (sal); sfb.	23.83 78-2	6.80 22-4	2.67 8-9	.....	St-Pierre- Miquelon	L. Marsolian	St-P 03 c.v. 03										
+	111	SAINTE-ANNE, <i>Pen.</i> (4.00) 96-05	14	3/3, P	1.1.	Kt	$\frac{45}{81}$	Frç	00	Paimpol <i>J. Pilvin</i>		C-Or-Ht; ch-frg; sfb; grp-car. 5.05; rp. 06.	17.15 56-3	5.54 18-2	2.47 8-1	.....	Paimpol	Allard (à Brest)	Chb. 3.06 c.v. 06										
.	112	SAINTE-BERTHE, <i>Alès</i> . (11.99)	10-3	—	—	Kt	$\frac{63}{43}$	Frç	80 rc.99	Boulogne		C-Or; ch. frg; sfb; p. n. 99; re. SS. 99; grp-car. 10.00.	20.01 65-8	6.10 20-0	2.74 9-0	.....	Dunkerque	Alès (Per- ros-Guirec)	Pmp 00										
+	113	SAINTE-CROIX, <i>Lamy</i> . (4.02)	15	3/3, G	1.1.	Glt	$\frac{188}{101}$	Frç	02	Kerity <i>Bonne</i>		C-Or-Ht; ch. frg; sfb.	28.85 94-8	6.84 22-5	3.42 11-3	.....	Cancale	Robin	St-M. 1.07 c.v. 1.07										
+	114	SAINTE-ESPÉANCE, <i>Le</i> <i>Franc.</i> (5.06)	15-2	5/6, G	1.1.	Glt	$\frac{146}{127}$	Frç	65 O.04	Nantes <i>Boju</i> & <i>Clairgeau</i>		C. ch. frg. sfb; rp. car. 5.04; SS. 00	24.5 80-8	6.5 21-4	3.60 11-10	.....	Vannes	Capt (à Séné)	Brst 11.06										
.	115	SAINTE-EUGÉNIE, <i>Théry</i> . (2.05)	10-3	3/3, P	1.1.	Dy	$\frac{87}{61}$	Frç	94 O.05	Boulogne		C-Or; ch. frg. sfb; car. SS. 12.04.	22.36 73-4	6.69 21-11	3.02 9-11	.....	Dunkerque	L. Dorine	Gk. 3.05										
.	116	SAINTE-IDA, <i>Plusquellec</i> . 00-03 (1.03) (3/3, P. 1.1.)	15	...	...	Slp	$\frac{24}{18}$	Frç	03	Paimpol <i>Y. Pilvin</i>		C-Ht; ch. frg; sfb.	13.10 43-0	5.06 16-7	2.00 6-7	.....	Tréguier	Capt (à Pleubian)	Pmp 03										
+	117	SAINTE-MARIE, <i>Thémoin</i> . (8.99) (3/3, L. 1.1.)	15	...	...	3mG 1P-B	$\frac{297}{318}$	Frç	99	Binic <i>L. Minier</i>		C-Or; ch. m-frg; d. m. 8.99.	42.66 140-0	9.37 30-9	4.28 14-0	.....	Fécamp	Louis Eudier	St-M 99										
+	118	SAINTE-MARIE, <i>Jeanne</i> . (6.07)	14-7	3/3, G	1.1.	Dy	$\frac{143}{119}$	Frç	96 O.07	Fécamp <i>Massé &amp; Chante- lot</i>		C-Or-S; ch-frg; sfb; p. P. 07; car. 05.	26.84 88-2	7.56 24-10	3.42 11-3	.....	Fécamp	J. Bajard & Vve F. Benard	Fçp 6.07 c.v. 6.07										
+	119	SAINTE-MARIE, <i>Jelgon</i> . (1.00)	15	3/3, P	1.1.	Dy	$\frac{61}{45}$	Frç	06	Binic <i>L. Minier</i>		C-Or; ch. frg; sfb; car. 2.07.	19.52 64-0	6.03 19-9	2.68 8-10	.....	Tréguier	Paranthoen (à Pleubian)	Pmp. 3.07										
+	120	SAINTE-MARIE, <i>Garnier</i> . 02-04 (9.04)	15	3/3, P	1.1.	Slp	$\frac{58}{43}$ 56	Frç	04	Nantes <i>Alléau</i>		C-ch. frg; sfb; p. P; rp. 00.	19.77 64-10	5.79 19-0	2.29 7-6	.....	Noirmou- tiers	Jourdain	Kt. 7.06										

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## SAL

Surveillance sp. c.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONT	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE									
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE																							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																											
	DATE DU TERME																											
	2	3		4	5	6	7	8	9	10	11	12					16	17	18	19								
•	121	SAINTÉ-MARIE, <i>Chauvelon</i> . (11.97)	10-2	—	—	Slp	— <sup>54</sup> <sub>50</sub>	Frç	76	O.97	Boulogne	C-Or;ch.fr:sfb;2 p.n. 83;grp.83;rp-car.11.97	18.0 59-10	6.0 19-8	2.53 8-4	.....	Honfleur	A. Vivien fils & J.B. Fouquet	Hv. 97									
•	122	SAINTÉ-MARIE-MÈRE-AIMA- BLE, <i>Deconinck</i> . (10.05)	11-3	5/6, P	1.1.	Dy	— <sup>77</sup> <sub>57</sub>	Frç	84	O.05	Boulogne	C-Or;ch-frg.sfb; grp.95;rp-car.11.05.	21.63 71-0	6.21 20-4	2.83 9-4	.....	Dunkerque	Charles La- vallée	Dk. 2.06									
✝	123	SAINTÉ-MARTHE, <i>Legobien</i> . (10.01)	16	3/3, L	1.1.	Bq 1 P-B	— <sup>461</sup> <sub>309</sub>	Frç	01		St-Malo <i>Gautier fils</i>	C-Or.ch.m-frg;(sal); grp.04;d.ft-m.5.04; rp.05.	43.53 142-9	9.12 29-11	4.12 13-7	.....	St-Malo	de Boismenu	Nt. 11.05									
✝	124	SAINTÉ-MARTHE, <i>Lefebvre</i> . (2.05)	16	3/3, L	1.1.	3mG 1 P-B	— <sup>460</sup> <sub>376</sub>	Frç	05		Fécamp <i>E. Capon</i>	C-Or;ch.m-frg;(sal) d.ft-m.1.05.	46.56 152-9	9.54 31-4	4.48 14-8	.....	Fécamp	Vandaële, Hubert & C <sup>o</sup>	Fcp 3.05									
•	125	SAINTÉ-URSULE, <i>Le Masson</i> . (2.94)	14-4	—	—	Glt	— <sup>98</sup> <sub>51</sub>	Frç	54	O.94	Lymington <i>Inman</i>	C-Aej-T;ch.m-frg; p.P;d.ft-cv.3.93;rp.94	31.65 103-11	6.80 22-4	3.10 10-2	.....	Brest	Poulain de St-Père	Rsc. 94 c.v.94									
•	126	SAÏT ( <i>ex-Panaia-Acatistn</i> ), <i>Melek</i> . (9.02)	12-4	—	—	Bk	250	Tre	77	re.02	Syra	C-PP;ch.cv-fr;sfb; grp.88.10.02;car.3.05.				.....	Constanti- nople	Hadji Arif Bey & Djered Bey	Cnst. 3.05									
•	127	SALME, <i>Padimeister</i> . (8.04) 88 - 98	8-4	5/6, G	1.1.	G3m	— <sup>299</sup> <sub>256</sub>	Rss	91	O.04	Kasparwick <i>A. Justi</i>	P;ch.fr;sfb;rp-car. SS.10.04.	36.60 120-1	9.15 30-0	4.19 13-9	.....	Narwa	J. Kristenbrun (Kasparwick)	Riga 04									
•	128	SALME, <i>Kurgu</i> . (7.04) 93 - 04	8	3/3, G	1.1.	G3m	— <sup>186</sup> <sub>157</sub>	Rss	04		Arrenhof <i>P. Hummist</i>	P;ch.fr;(sal);sfb.	29.39 96-5	7.39 24-3	3.20 10-6	.....	Riga	E. Grant & I. Weide	Riga 04									
•	129	SALMI, <i>Kääriä</i> . (9.03)	8-4	—	—	Glo	— <sup>185</sup> <sub>123</sub>	Rss	98		Neuvottoma <i>J. Kelka</i>	P;ch.fr;sfb;car.02; rp.06.	28.00 91-10	7.40 24-3	3.04 10-0	.....	Lavansaari	S. & A. Kääriä	Wby 4.06									
•	130	SALO, <i>Käaria, Th</i> . (6.98)	12-3	—	—	Glt	— <sup>109</sup> <sub>105</sub>	Rss	97		Neuvottoma	P;ch.fr;sfb;rp-car. 5.00.	25.40 83-4	7.25 23-10	2.65 8-8	.....	Lavansaari	Capt	Hlsf.00									
✝	131	SALOUM, <i>Ramel</i> . (5.95) (3/3, G.1.1.)	15	...	...	Glt	— <sup>68</sup> <sub>43</sub>	Frç	95		St-Malo <i>Gautier fils</i>	C-Or;ch.m-frg;G-E; (sal);p.P;d.m.5.95.	21.18 69-6	6.03 19-9	2.34 7-9	.....	St-Malo	A. Bossard & fils	St-M95									
✝	132	SALUS, <i>Bager</i> . (3.06) 80 - 84	16-2	5/6, G	1.1.	G3m	— <sup>153</sup> <sub>133 150</sub>	Dan	75	O.00	Marstal <i>H. J. Bager</i>	G.ch.frg;sfb;p.n.00;grp. SS.00;car.3.06;rp.1.0.	28.7 94-2	6.7 22-0	3.26 10-8	.....	Marstal	L. J. Bager	Emp. 1.07									
✝	133	SALUTO ( <i>ex-Minna-Cords</i> ), <i>Södal</i> . (3.04)	11	3/3, L	1.1.	Bq 1 P-B	— <sup>806</sup> <sub>733 765</sub>	Nrw	67	V.04	Nantes <i>T. Dubigeon</i>	F: 2 comp; p.n.87; rp-car.8.06.	54.20 177-9	9.20 30-2	6.49 21-4	42 $\frac{1}{2}$ 46 $\frac{1}{2}$	Christian- sand	Sven O. Stray	Ld. 8.06									
✝	134	SALVADOR, <i>Fabricius</i> (7.92) 88 - 92	16	3/3, G	1.1.	G3m	— <sup>165</sup> <sub>141 161</sub>	Dan	92	O.99	Marstal <i>N. Jensen</i>	C-Ht.ch.frg;sfb; (sal);rp-car.4.06.	30.90 101-5	6.90 22-8	3.30 10-10	.....	Marstal	A. H. Petersen	Svdb. 4.06									
✝	135	SALVATORE, <i>Trapani</i> . (4.06)	15-2	3/3, L	1.1.	Bq 1 P-B	— <sup>525</sup> <sub>435 501</sub>	Itl	77	O.01	Cassano <i>A. Castellano</i>	C-P.ch.m-fr;d.ft- m.4.06;SS.01;rp.06.	41.9 137-6	8.7 28-6	6.00 19-8	.....	Castella- mare	Héritiers de F. S. Ciampa & M. Jaccarino (Piano di Sorrente)	Npl. 1.07									

N. B — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register under deck	FLAG	YEAR of construction	PORT — CON- STI- TUTION	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY							
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS														DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND		IN METERS		IN FEET AND INCHES		
	DATE OF TERM																									
	1	2	3			4														5	6	7	8	9	10	11
✠	136	SALVATORE-CIAMPA, <i>Cafiero</i> P.C. 5-71 (4.07)	13-5	3/3, L A.&C.P.	1.1.	3 m 1 P-B	1780 1540 1693	Itl	90	Sestri-P. V.04	Gio. Ansaldo & Co	A; 2 comp;p.PP; rp-car.4.07.	75.23 246-10	11.96 39-2	6.94 22-10	.....	Castella- mare	S. Ciampa & Figli	Card. 4.07							
.	137	SALVATORE-FERRARA, <i>Fer- rara.</i> (3.92)	13-3	—	—	Glt	50	Itl	82	S. Agata di Milli O.92	G. Cusumani	P-C.ch.frg;sfb;p.P; car.1.92.	19.06 62-6	5.16 16-11	2.40 7-11	.....	Palerme	G. Ferrara	Gn. 92							
.	138	SAMOS, <i>Luciano</i> (8.97)	12-2	—	—	G3m 1 P-B	247	Tre	78	Syra		C-P.ch.m-frg;SS. 93;d.ft-m.8.93.	30.0 98-5	7.50 24-7	4.50 14-9	.....	Samos	G. K. Nicolao	Ctt. 97							
.	139	SAMPO, <i>Suursoho, S.</i> (5.07) 80-07	7-3	3/3, P	1.1.	Glt	154 143 146	Rss	06	Neuvottoma A. Suntio		P;ch.fr;(sal);sfb.	28.70 94-2	8.30 27-3	3.25 10-8	.....	Wiborg	Capt. & T. & E. Piispa	Wib. 4.07							
.	140	SAMUEL-AZELINE, <i>Le Guil- lon.</i> (6.03)	13-4	—	—	Glt	86 66	Frç	66	Royan O.01	Greusillier	C-Or.ch.frg;sfb;grp. SS.90;car.12.00;rp.98	20.0 65-7	5.8 19-0	2.96 9-9	.....	Rochefort	Izante (à Bayonne)	Bx 03 c.v.03							
.	141	SAN, <i>voir aussi SAINT.</i>																								
.	142	SAN-CALOGERO, <i>Selaiani.</i> (1.97)	10-3	—	—	Ctt	52 50	Itl	96	Castellamare C. de Simone		C-P;ch.m-fr;sfb.	20.20 66-3	5.80 19-1	2.38 7-10	.....	Porto-Em- pedocle	G. Girardi & Co	Npl. 97							
✠	143	SAN-GIUSEPPE (ex-Nuova-Mar- gherita), <i>Cafiero.</i> (1.04)	13-3	5/6, A	1.1.	Bq 1 P-B	614 583	Itl	75	Ischia O.04	G. Bonifacio	C;ch.m.d.ft-m.1.04; SS.04;rp.05.	43.00 141-1	9.10 29-11	6.20 20-4	.....	Castella- mare	F. Cafiero & Co	Bx 4.05							
.	144	SAN-GIUSEPPE-A., <i>Virzi.</i> (4.06)	14-4	3/3, M	1.1.	Glt	56 45	Itl	91	Castellamare O.06		C;ch.m-frg;d.ft-m. 5.01.	21.60 70-10	5.80 19-0	2.32 7-8	.....	Mazzara	P. Villani	Mss. 4.06 c.v.4.06							
.	145	SAN-GIUSEPPE-E-MARIA, ..... (8.98)	10-3	—	—	Bk	100	Tns	88	Malta O.98	Gius. Camilleri	C-P.ch.m-frg;d.m. 7.91.	24.38 80-0	7.01 23-0	3.10 10-2	.....	Gerba	Capt	Mlt. 02 c.v.02							
✠	146	SAN-JOSÉ (ex-Borinquen), <i>Cahué.</i> (3.07)	11-1	5/6, A	1.1.	Bq 2 P	851 729	Esp	76	Salmon-River (N.S.) O.03	Raymond & Co	Sp-B-It-TP-C;ch.m- fr;(sal);grp.97;rp.SS.03; d.ft-m.1.03.	52.12 171-0	10.71 35-6	6.30 20-8	.....	Barcelone	Vda de Pons	Bic. 4.07							
.	147	SAN-LUIS (ex-José-Barreras, <i>Juan.</i> (8.91)	12-3	—	—	B-G	121 125	Esp	68	Blanes O.91	Vieta	C-M;ch.cv-m;p.S; d.m.8.91;rp.SS.91.	25.50 83-8	6.90 22-8	3.36 11-0	.....	Barcelone	Marquis de Comillas	Bre. 94							
.	148	SAN-LUIS (ex-Clarissa-Vera), ..... (12.88)	11-4	—	—	Bq	278 250 240	Nrw	58	Baltimore O.89		C-Ac-TP.ch.m-fr; d.ft-m.6.89;rp.SS.89.	38.1 125-0	7.7 25-3	3.50 11-6	.....	Fredriks- hald	C. Larsen	Lish.91 c.v.90							
.	149	SAN-PEDRO, <i>Quesada.</i> (5.92)	12-3	—	—	PleG	50 57	Esp	70	Canet O.92		C-M;ch.m;d.cv. 7.91;grp.91.	19.20 63-0	4.90 16-1	2.48 8-2	.....	Alicante	J. Sanchez Dolzà	Bre. 92							
✠	150	SAN-PIETRO, <i>Schiano.</i> (8.99)	13-3	—	—	Bq 2 P-H	501 476 473	Itl	79	Castellamare O.99	M. Trambaruol	C-P.ch.m. <i>huaric</i> ; d.ft-m.9.02;rp.SS.90.	38.3 125-8	8.6 28-3	5.65 18-6	.....	Castella- mare	F. S. Starace & Co	Gn. 02							

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			JONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILAGE — REPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD — EAU SALE H.A.N. — en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE															
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	211	SEVERN, Manthorne. (9.01)			11-3	—	—	G3m 2 P-S	466 446 487	Ang	84 O.98	Avondale (N-S) W.H. Mosher	Sp-B-Ht-C.ch.m-fr;(sal) spard;SS.95;d.m.6.00; rp.01.	45.10 148-0	9.93 32-7	4.80 15-9	.....	Windsor (N-S)	Hutchings Bros (à New-York)	N-Y.02 c.v.01
✠	212	SHENANDOAH, Chapman. CLAYTON APP. (12.90)			13	—	—	4 m 2 P-B	8407 3154 3041	Amr	90 O.97	Bath (Me) Ar- thur Sewall & Co	C-Hk-PP;ch.m-frg; sal;rp.99;d.ft-m.3.01	88.39 290-0	14.92 49-0	8.84 29-0	.....	Bath (Me)	Arthur Sewall & Co	S-F. 04
✠	213	SHERWOOD, ..... (3.01)			11-4	—	—	Bq 1 P-B	998 932 879	Nrw	78 O.01	Selmah (N-S) A. Putnam	B-Sp-C-PP.ch.m-fr; (sal);p.Sp;SS.90;rp.94; d.ft-m.3.01.	54.56 179-0	11.15 36-7	6.53 21-5	.....	Haugesund	H. Christen- sen	Plm.01
✠	214	SIAM, Dirks. 95-04 (6.01)			I	—	—	3 m 2 P-B	1742 1637 1598	Alm	89 V.01	Vege sack Joh. Lange	F; 2 comp; 1 p.S; 1 p. P; car. 5.04.	74.39 244-0	11.88 39-0	6.93 22-9	=====	Bremen	Rhederei A.G. Brema	Ld. 12.06
✠	215	SICIÉ, Guillaume. (12.01)			14-4	—	—	B-G	125 100	Frç	76 O.01	St-Malo	C-Or-PP.ch.m-fr.sfb; sal;SS.92;rp-car.12.03.	26.2 86-0	5.6 18-4	3.09 10-2	.....	Auray	Capt	Aur. 03
.	216	SIF, Blomquist. (5.03)			10-4	—	—	Glt	192 169	Sds	76 O.03	Bergen	P-PP-C;ch.m.frg; sfb;rp.06;car.6.04.	32.00 105-0	7.01 23-0	3.80 12-6	.....	Bergqvara	J. G. Petter- son	Gth. 9.06
✠	217	SIGNAL (ex-Hesperus), ..... (5.78)			13	—	—	Bq 2 P-B	975 912 860	Nrw	78 O.84	Hamburg M. G. Amsinck	C-PP-Ht.ch.m-frg; (sal);rp.84;d.ft-m.7.52.	53.7 176-3	9.6 31-6	6.60 21-8	.....	Lillesand	H. Hansen & Co	Av. 92
✠	218	SIGNE, Roberts. (11.05) P.C. 4-56 (11.06)			I	3/3, L	1.1.	Bq 1 P-B	733 689 644	Ang	91 III'05	Grimstad Fævig Jern- skibsbyggeri	A; 2 comp; p.P; grp- car.11.05.	52.93 173-8	9.88 32-5	4.70 15-5	.....	London	R.H. David- son	Chr. 11.05
✠	219	SIGRID (ex-H.-J.-Bagøe), Pe- tersen. (12.04) 75-91			16-5	5/6, G	1.1.	Glt	143 122 128	Dan	75 O.04	Thurøe P. Troensegaard	C-Ht.ch.m-frg;(sa/); sfb,SS.91;grp-car. 12.04.	28.70 94-0	6.40 21-0	3.20 10-6	.....	Rudkjø- bing	W. Gislason	Ld. 4.07
✠	220	SIGRID (ex-Minnie-Carvill), ..... (8.85)			13-6	—	—	Bq 1 P-B	596 540 526	Nrw	72 O.85	St-John(N-B) W. Hogg	Sp B PP-Hk-C.ch.m- fr.sff.pr;d.ft-m.5.91; rp.89;SS.85	46.5 150-1	10.2 33-4	4.93 16-2	.....	Tonsberg	J. M. Horgen & Co	Card91
✠	221	SIGRID (ex-Katrine), Hen- riksson. (4.07)			13-3	5/6, G	1.1.	Glt	156 138	SJs	70 O.07	Karrebeks- minde	Ht-C-P;ch.m-frg;(sal); sfb;grp-car.SS.4.07.	29.00 95-2	6.63 21-9	3.46 11-4	.....	Brantevik	P. Ingward- son	Hlsb. 4.07
✠	222	SIGRID, Johansson. (8.04)			14	3/3, G	1.1.	G3m	96 74	Sds	04	Pukavik C. Johansson	C-P;ch.frg;(sal); sfb.	25.68 84-3	6.68 21-11	2.37 7-10	.....	Karlshamn	O. E. Lund- ström	Kngb. 9.06
.	223	SIGRUN, Pahlsson. (6.02) (3/3, G.1.1.)			11	...	...	G3m	93 86	Sds	02	Bergqvara A. Ohlsson	P-C;ch.frg;(sal); sfb.	26.72 87-8	6.58 21-7	2.37 7-10	.....	Råå	P. Jacobsen	Got. 03 c.v.03
.	224	SIGTUNA, Dang, G. (8.93)			9-6	—	—	Glt	117	Rss	93 O.97	Hohenholm P. Pihel	P;ch.fr;sfb;(sal); car.4.96.	24.08 79-1	6.55 21-6	2.85 9-4	.....	Dagö	P.Pihel,G.Dang, P.Bim,W.Walin & M. Walk	Rvl 97 c.v.97
✠	225	SIGYN, Jönsson. (10.07)			14-4	3/3, A	1.1.	Bq	378 336	Sds	87 O.07	Göteborg J. E. Hübner	C-PP-P.ch.m-frg;(sal); d.ft-m.10.67;SS.00;rp.07.	43.0 141-1	8.2 26-11	3.86 12-9	.....	Halmstad	A. Svensson	Hlsb. 10.07

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY									
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS		GROSS — Register — under deck	YEAR of construction												PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																												
	DATE OF TERM																												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19											
✠	226	SILÈNE, <i>Allainmat.</i> (12.05) 05 - 06	16	3/3, G	1.1.	Glt	170 120	Frç	05	Kérity <i>Bonne</i>	C-Or-Ht;ch.frg; (sal);sfb;rp.06.	31.34 102-10	7.60 25-0	3.63 11-11	.....	Paimpol	L. Magouron	Pmp. 12.06 c.v.12.06											
✠	227	SILICON, <i>Jensen.</i> (9.03)	15-6	3/3, G	1.1.	Bq 1 P-B	448 426	Amr	87 O.03	Bath (Me) <i>Kelley &amp; Spear</i>	C-PP-B.Hk.ch.m-fr- frg;sfb;(sal);rp.90; SS.03;car.12.06.	44.2 145-0	10.1 33-0	4.27 14-0	.....	New-York	M <sup>c</sup> Kay & Dix	Phid. 12.06											
.	228	SILVA ( <i>ex-S.-J.-Lund</i> ), <i>Assarsson.</i> (12.95)	12-4	—	—	B-G	118 105	Sds	60 O.95	Aalborg	C-Ht-P-PP;sfb.p.P.79; grp.SS.79;rp-car.12.95.	24.20 79-5	6.10 20-0	3.17 10-5	.....	Limhamn	P. Andersson	Osch 95											
.	229	SILVA-GUERRA, <i>Laurenso.</i> (9.91)	10	—	—	Glt	152	Ptg	91	Fão <i>S. Borda</i>	P-PP-C.ch.m-frg; d.ft-m.9.91.	29.10 95-6	7.40 24-4	3.04 10-0	.....	Aveiro	Noia da Silva & C <sup>o</sup>	Lisb.95 c.v.95											
✠	230	SILVA-PEREIRA ( <i>ex-Lillian</i> ), ..... (12.98)	11-4	—	—	Bq	433 411	Ptg	86 O.98	Cheverie (N-S)	Sp-B-Ht C.ch.m-fr. (sal);SS.98;d.ft-m.12.98; rp.00.	40.94 134-4	9.80 32-1	3.84 12-7	.....	Figueira	Costa Pereira & C <sup>o</sup>	Flm.00											
.	231	SILVERLANDS, <i>Hodge, T.</i> (1.93)	12-5	—	—	Glt	121 92 116	Ang	68 O.93	Sunderland	C-Or-PP.ch.m-frg; sfb;p.n.93;grp-car.1.93.	26.61 87-4	6.40 21-0	3.40 11-2	.....	Fowey	Capt (à Pentewan)	Flm.93											
.	232	SILVIA ( <i>ex-Vesta</i> ), <i>Sagra- moni.</i> (1.06)	13-2	5/6, G	1.1.	Ctt	69 66	Itl	66 O.06	Viareggio	C-P;ch.m-frg;sfb; grp-car.2.06.	22.20 72-10	6.75 22-2	2.70 8-10	.....	Livourne	Marianna Tomei	Lvn. 2.06											
✠	233	SIMEON, <i>Aanonsen.</i> (6.84)	12	—	—	Bq 1 P-B	764 715 669	Nrw	81 O.90	Tvedestrand <i>T. Mörland</i>	P-C-PP.ch.m-fr;(sal);p P.84;d.ft-m.10.88;rp.86	47.0 154-3	9.7 31-10	5.78 19-0	.....	Tvede- strand	C. Wroldsen	Mrs. 90											
.	234	SIMEON, <i>Ligno.</i> 00-06 (7.07)	12-5	3/3, G	1.1.	B-G 1 P-B	250 240	Trc	06	Adalia <i>C. Satiroglou</i>	C-P;ch.m-frg;sfb; (sal).	30.50 100-1	8.25 27-1	5.10 16-9	.....	Adalia	H. Sarissi- meonoglou	Alx. 7.07											
.	235	SIMSON, <i>Janberg.</i> 02 - 06 (4.03)	8	3/3, G	1.1.	Glt	99 87	Rss	03	Oengo <i>Laur</i>	P.ch.frg;(sal);sfb; rp.03.	23.95 78-7	7.11 23-4	2.63 8-8	.....	Reval	W.Johannson (à Balticport)	Rvl 5.06											
✠	236	SINNAMS, <i>Anson.</i> 90 - 03 (9.02)	12	3/3, G	1.1.	G3m	299 248	Rss	02	Uppesgräve <i>A. Anderson</i>	P-C;ch.frg;(sal); sfb;car.8.07.	36.35 119-3	7.92 26-0	3.91 12-10	.....	Riga	K. Puhling & C <sup>o</sup>	Riga 8.07											
✠	237	SINTRAM, <i>Meyer.</i> (11.92)	15-6	—	—	3 m 2 P	1647 1495	Amr	77 O.92	Freeport <i>E. C. Soule</i>	C-PP.ch.m-fr;(sal);1p. P;1 p.Sp;SS.92;d.ft-m. 4.97.	65.5 215-0	13.0 42-8	7.38 24-3	.....	San-Fran- cisco	J.C.Eschen	Balt.97 c.v.96											
✠	238	SIR-ROBERT-FERNIE, <i>Can- non.</i> (3.89)	I	—	—	4 m 2 P	2528 2410 2473	Ang	89	Port-Glasgow <i>Russell &amp; Co</i>	A; 2 comp.	95.3 312-9	12.8 42-0	7.50 24-7	==	Liverpool	W.J. Fernie	Glsg.89											
✠	239	SIRI, <i>Nilsson, O.</i> (4.07)	14	3/3, G	1.1.	Glt	73 61 71	Sds	07	Ystad <i>J. Grufstedt</i>	C-PP-P;ch.frg; (sal);sfb.	23.08 76-9	6.15 20-2	2.52 8-3	.....	Sölvesborg	Capt	Mim. 4.07											
.	240	SIRIS, <i>Stensson.</i> (8.05)	10	3/3, P	1.1.	Gls	40 33	Sds	05	Kohlboða <i>H. Olsen</i>	C-P;ch.frg;(sal); sfb.	17.60 57-9	5.28 17-4	1.83 6-0	.....	Gothem- bourg	A. Carlsson	Got 8.05											

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance après.	NAVIRES & CAPITAINES			CLASSIFICATION		TONNAGE — Brut — Net — Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATERIAUX — DOUPLAGE — RÉPARATIONS	LONGUEUR EN METRES EN PIEDS ET POUCHES	LARGEUR EN METRES EN PIEDS ET POUCHES	CUBES DE CAILLÉ EN PIEDS ET POUCHES	FRANG SABLE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE																														
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													DOUPLAGE — RÉPARATIONS																													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																																														
	DATE DU TERME																																														
	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																												
✠	241	SIRIUS, <i>Behring.</i> 74-91	(5.04)	I	3/3, L	1.1.	3 m 2 P	1822 1699	Alm	91 III 04	Vege sack <i>Joh. Lange</i>	A; 2 comp; 2 p.S; rp.03; car.7.06.	78.02 256-0	12.05 39-6	6.99 23-0	.....	Bremen	Schilling & Brüning	Phil. 7.86																												
✠	242	SIRIUS, <i>Niemann, H.</i>	(3.99)	12-4	—	—	Slp	12 26	Alm	87 O.99	Fuhlendorf <i>Schröder</i>	C-Ht; ch.frg; sfb; p. P; rp-car.2.99.	13.82 44-0	4.58 14-7	1.72 5-5	.....	Barth	Capt	Strs. 99																												
.	243	SIRIUS, <i>Jacobsen.</i>	(4.94)	12-2	—	—	Bq 2 P	820 775 741	Nrw	58 O.94	Baltimore	C-Ac-PP; ch.m.l.p.n.69; d.ft-m.4.90; grp.63; SS. 86.	50.1 164-4	10.4 34-2	6.03 19-9	.....	Fredrik- stad	Th. Andresen	Chrt 94 c.v. 94																												
.	244	SIRIUS, .....	(5.05)	I	3/3, G	1.1.	Kt	95 94 76	Nrw	77 V.05	Hull <i>Ballas Lignum Works</i>	P.p.bois; rp-car. 5.05.	22.98 75-5	6.10 20-0	3.35 11-0	.....	Mandal	J. Arndt Leschbrandt	Chrt. 5.85																												
✠	245	SIRIUS, <i>Quell.</i>	(5.05)	11-2	3/3, G	1.1.	Glt	225 202	Rss	95 O.06	Ohrenhof <i>J. Saul</i>	P; ch.frg; sfb; (sal); rp-car.7.07.	38.45 93-4	7.50 24-7	3.06 13-0	.....	Pernau	J. Markson & M. Grant	1887 7.07																												
.	246	SIRIUS, <i>Malmberg.</i>	(4.03)	9-4	—	—	Glt	157 177	Sds	73 O.03	Söbblön	P-C; sfb; grp-car. SS.4.03.	37.90 91-7	7.50 25-0	3.90 12-10	.....	Glimsäs	N. Olsson	Got. 03																												
✠	247	SIRIUS ( <i>ex-Franz-Fischer</i> ), ..... (12.91)		13-6	—	—	B-G	168 148 141	Sds	76 O.92	Rostock <i>E.Burchard &amp; Co</i>	C-Ht-PP; ch.frg; sfb; (sal); p.s; rp-car. SS.5.92	28.49 93-6	7.01 23-0	3.62 11-11	.....	Oregrund	F. H. Leufsta- dius	Card 95																												
✠	248	SIROCCO, <i>Robbins.</i>	(11.05)	12-3	—	—	G3m	336 277	Ang	91 O.99	St-Martin (N-B) <i>R. Carson</i>	S-P-C-PP. ch.frg; (sal); sfb; car.11.05.	39.47 129-6	9.91 32-4	3.21 10-4	.....	St-John (N-B)	Troop & Son	Whs. 11.85																												
.	249	SIVIA, <i>Jansson.</i>	(3.96)	9-3	—	—	Glt	252	Rss	73 O.96	Gustafs	P; ch.fr.(sal); sfb; car.93; rp.93.	—	—	—	.....	Gustafs	D. Ericsson	Card 96																												
✠	250	SIX-FRÈRES, <i>Le Hégarat.</i> (4.96) (3/3, P. 1.1.)		13	...	...	Kt	11 33	Frg	96	Paimpol <i>Laboureur</i>	C-Or; ch.m.d.ft-m. 7.99.	15.95 52-5	5.58 18-4	2.51 8-3	.....	Tréguier	Cie Française de Commerce Africain	Pmp 99																												
✠	251	SKANDIA, <i>Hay.</i>	(1.02)	16	3/3, G	1.1.	G3m	178 159 175	Dan	02	Stubbekjøbing <i>O. Hansen</i>	C-Ht; ch.frg; (sal); sfb; car.2.96.	30.65 100-7	7.32 24-0	3.22 10-7	.....	Marstal	A. H. Petersen	Whs. 2.06																												
✠	252	SKANDIA, <i>Nordberg.</i>	(10.96)	12-4	—	—	Bq	324 309	Sds	74 O.96	Hernösand <i>F. Hägglund</i>	S-C; ch.m.frg; (sal) p.s; SS.96; d.ft-m.9.96.	30.9 131-0	7.7 25-3	3.86 12-8	.....	Norrtelje	Capt	Hrns 98																												
✠	253	SKANDIA, <i>Matsson.</i> 80-05	(3.97)	13	3/3, G	1.1.	Glt	21 76	Sds	97 O.05	Halmstad <i>V. Frandsen</i>	P-C-Ht; ch.frg; (sal); sfb; rp-car.4.05.	31.97 72-1	6.38 20-11	2.38 7-10	.....	Grebbe- stad	G. F. Matts- son	Engl. 8.87																												
.	254	SKANDINAVIA, <i>Fabrichus,</i> <i>H. C.</i> (4.97)		14-4	—	—	Glt	72 72	Dan	41 re.88 O.97	Rudkjøbing	C-Ht; ch.frg; sfb; 88; grp-car. SS.3.97	18.55 60-11	6.27 20-4	2.92 9-7	.....	Marstal	Capt	Svdb 00 c.v. 99																												
✠	255	SKELDERVIK, <i>Munthe.</i> (3.04)		14	3/3, G	1.1.	Glt	113 97	Sds	01	Viken <i>Hagerman</i>	C-Ht-P; ch.frg; sfb; grp-car.6.06.	27.44 90-0	7.16 23-6	2.90 9-6	.....	Jonstorp	A. A. Thore	Whs. 6.86																												

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY ROILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
✠	256	SKIBLADNER, <i>Nielsen, J. P.</i> 81 - 03 (7.03)	16	3/3, P	1.1.	Glt	54 40 51	Dan	03	Vejle <i>S. Lindtner</i>	C-Ht;ch.frg;sfb; (sal).	22.22 72-7	5.93 19-6	2.10 6-11	.....	Rødvig	Capt	Svdb. 3.07														
✠	257	SKIRNER, <i>Rasmussen.</i> (3.07)	16-3	3/3, G	1.1.	G3m	245 225 240	Dan	84 O.01	Marstal <i>H. J. Bager</i>	C-Ht.ch.m.frg.sfb; (sal);SS.01;rp.02;car. 3.07.	34.6 113-6	7.7 25-4	3.86 12-9	.....	Marstal	N. Jepsen	Svdb. 3.07														
.	258	SKIRNER, <i>Knudsen, N. P.</i> (3.92)	13-6	—	—	Gls	43 36	Dan	68 ro.88 O.02	Svendborg	C-Ht.ch.frg;sfb;p. P.88;ro.SS.88;car.12.94.	17.11 56-1	4.77 15-8	2.25 7-5	.....	Aalborg	Capt	Stt. 94														
✠	259	SKJOLD, <i>Nielsen.</i> 00 - 00 (4.06)	16-3	3/3, G	1.1.	8-G3m	245 227 240	Dan	84 O.03	Marstal <i>F. Hansen</i>	C-Ht;ch.frg;(sal);sfb; SS.03;rp-car.4.06.	34.3 112-7	7.6 25-0	3.86 12-8	.....	Marstal	Agent Peter- ser	Svdb. 4.06														
✠	260	SKJOLD, <i>Larsen.</i> (5.95)	16	3/3, G	1.1.	G3m	166 144 158	Dan	95 O.01	Troense <i>Z. Jacobsen</i>	C-Ht;ch.m.frg;sfb; (sal);car.11.01.	30.32 99-5	7.50 24-6	3.33 10-9	.....	Svendborg	F.W.Valentin (a Troense)	Svdb. 1.06														
✠	261	SKJOLDMÖEN (ex-Waterwitch) <i>Olsson.</i> (1.98)	15-3	—	—	B-G	197 161 159	Sds	73 O.98	Rönne <i>G. N. Sandorff</i>	P-C;ch.m.frg;grp.80; (sal);p.s.rp.SS.03;d.ft- m.7.03.	33.40 109-7	6.70 22-0	3.53 11-6	.....	Skillinge	Fred.Norberg	Svdb99 c.v.99														
✠	262	SKOG, <i>Johnsen.</i> (10.06)	13	3/3, A	1.1.	3mG	311 284 274	Nrw	06	Arendal <i>A. H. Frisø</i>	C-PP-P;ch.m.frg; (sal);d.ft-m.10.06.	38.28 125-7	8.77 28-9	3.86 12-8	.....	Arendal	A. H. Frisø	Av. 7.07 c.v.7.07														
✠	263	SKODA, <i>Lee.</i> (11.06)	12-6	3/3, L	1.1.	8qG 1P-B	745 659 594	Ang	93 O.06	Kingsport (N-S) <i>C. R. Burgess</i>	Sp-B-Ht-C;ch.m.frg; (sal);rp.SS.06;d.ft-m. 11.06.	51.21 168-0	11.27 37-0	3.53 11-6	.....	Windsor (N-S)	C. R. Burgess	N-Y. 12.06														
.	264	SKÖLD (ex-Skjold), <i>Fogel- berg.</i> (7.05)	10-4	3/3, P	1.1.	Glt	88 75	Sds	91 O.05	Bergen	P-C;ch.frg;sfb;car. 6.05.	22.86 75-0	7.14 23-5	3.15 10-4	.....	Höganäs	E. Johnsson	H.ch. 7.05														
✠	265	SLAMAT, <i>Sommerström.</i> (7.02)	15-3	—	—	Bq 1P-B	950 889 750	Rss	76 O.02	Amsterdam <i>W. H. Meursing</i>	F-PP;ch.m.frg;p.P.6.02; SS.96;d.ft-m.7.02;rp.02.	54.3 178-0	10.4 34-0	5.95 19-6	.....	Marichamn	Rob.Mattsson	Mob.02														
✠	266	SLESVIG, <i>Mikkelsen.</i> (4.04) 02 - 06	16-4	5/6, G	1.1.	Glt	107 96 100	Dan	71 O.04	Svendborg <i>J. R. Andersen</i>	C-Ht;ch.frg;sfb;(sal);p. PP.97;rp.SS.97;car.5.06.	24.8 81-5	6.0 19-8	2.98 9-10	.....	Svendborg	A. K. Jensen	Svdb. 5.06														
.	267	SLIEVE-ROE, <i>George.</i> (9.94)	I	—	—	3m 2P	1749 1608 1561	Ang	78 V.94	Belfast <i>Harland &amp; Wolff</i>	F; 2 comp; 2 p.P; car.9.94.	76.2 250-0	11.6 38-1	7.08 23-4	.....	Swansea	Simpson Bros	Wes.94														
✠	268	SMART, <i>Christensen.</i> (9.01)	16	3/3, G	1.1.	3mG	241 209 236	Dan	01	Kolding <i>Chr. Christensen</i>	C-Ht;ch.frg;(sal); sfb;car.7.04.	36.00 118-1	8.19 26-10	3.67 12-0	.....	Marstal	R.J.Albertsen	Svdb. 3.06														
✠	269	SMEROE, <i>Olsen.</i> (6.05)	I	3/3, L	1.1.	Bq 1P-B	1002 940 937	Nrw	78 V.05	Amsterdam <i>W. H. Meursing</i>	F-PP;ch.m;rp.SS. 03;d.ft-m.7.05;rp.05.	54.9 180-0	10.5 34-6	6.10 20-0	.....	Porsgrund	LeifGunder- sen & Co	Chrt. 7.05														
✠	270	SNOW-&-BURGESS, <i>Olsen.</i> (9.78)	15	—	—	Bq 2P	1655 1528	Amir	78 O.86	Thomaston (Me) <i>S. Watts</i>	C-PP;ch.m.frg;d. ft-m.1.92;(sal).	68.3 224-0	12.5 41-0	7.32 24-0	.....	San-Fran- cisco	A. P. Lorent- zen & Co	S-F. 92														

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## 502

[illegible]

N. B. - Les traits — indiquent que la cote est exprimée en mètres sous le niveau des hautes mers.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. 10 inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
	1	2	3		4	5														6
✦	286	SOLGEAN, <i>Edvardsen</i> . (7.02)	13-3	—	—	Bq 1 P-B	280 336 325	Nrw	85	Stavanger <i>M. Magnus</i>	C-PP-P.ch.m-frg;(sal); d.ft-m.7.05;SS.97;rp.07.	41.7 137-0	7.8 25-7	3.65 12-0	.....	Stavanger	K.S.Bertelsen & Co	Maur. 2.07 c.v. 2.07		
.	287	SOLID ( <i>ex-Bona-Fide</i> ), <i>Hansen</i> . (3.06)	11	3/3, P	1.1.	Kt	88 81 86	Nrw	77	Hull <i>Hailstone &amp; Leetham</i>	F: 2 comp; p.PP; grp.97;rp-car.3.07.	21.80 71-6	5.94 19-6	3.35 11-0	.....	Mandal	Oluf Lohne	Chrd. 3.07		
✦	288	SOLID, <i>Jansson</i> . (10.06)	13-1	—	—	Bq 1 P-B	535 506 494	Sds	81	Gefle <i>P.Bergfors&amp;Son</i>	P-C.ch.m-frg;(sal);p.S; sff.pr.d.ft-m.6.02;rp. SS.02.	38.9 127-8	8.7 28-6	5.24 17.2	.....	Hälfverö	A.G. Eriksson	Gfl. 10.06 c.v. 10.06		
.	289	SOLO-T. ( <i>ex-Rosalie-Corti</i> ), <i>Tonietti</i> . (1.02)	13-3	—	—	Glt 1 P-B	187 179	Arg	82	Buenos-Ayres <i>Badaracco</i>	Bois dur P.ch.m.fr.alg 93;grp.SS.02;d.ft-z.1.02	33.53 110-0	8.00 26-3	3.20 10-6	.....	Buenos- Ayres	E. Tonietti	B-A.02		
.	290	SOLOMON, <i>Siakk, J.</i> (8.05)	6-4	3/3, P	1.1.	G3m	166 142	Rss	04	Krakolie <i>K. Kaman</i>	P;ch.fr;sfb.	27.63 90-8	8.08 26-6	3.12 10-3	.....	Narva	I. Siakk & Co	Ptb. 8.05		
✦	291	SOLOX, <i>Rask</i> . (9.05) <i>93-04</i>	16-4	5/6, G	1.1.	Glt	138 121 180	Dan	72	Troense <i>C. R. Möller</i>	C-Ht.ch.m.fr.g.sfb.p. P.96;SS.98;car.3.02; rp.05.	28.2 92-6	6.6 21-8	3.32 10-11	.....	Svendborg	F.W.Valentin (à Troense)	Svdh. 9.05 c.v. 8.05		
.	292	SOLVE, <i>Nilsson</i> . (1.04)	11	3/3, P	1.1.	Gls	63 50	Sds	03	Ystad <i>J. Grufsted</i>	C-P;ch.frg;(sal); sfb.	21.35 70-0	5.35 17-7	2.20 7-3	.....	Sölvesborg	Hansson	Got. 04		
.	293	SONIA ( <i>ex-Ione</i> ), <i>Simonsson</i> . (5.05)	12-3	5/6, G	1.1.	Bk 1 P-B	245 229	Sds	77	Cork <i>O.05</i>	C-Or-PP;ch.m-frg; (sal);sfb;SS.3.00;rp-car. 5.05.	32.00 105-0	7.40 24-4	4.10 13-5	.....	Gothem- bourg	S.H.Korn	Got. 4.07		
✦	294	SONOMA, <i>Landgren</i> . (12.90)	13-6	—	—	Bq 2 P	1063 998	Amr	68	Chelsea <i>Peirce &amp; M'Michal</i>	C-PP-Hk.ch.m-fr; 1 p. PP; 1 p.S;d.ft-m.6.91; rp.SS.91.	53.9 177-0	11.0 36-1	6.70 22-0	.....	San-Fran- cisco	A. Anderson	Hnl. 93		
✦	295	SONORA ( <i>ex-Bolten</i> ), ..... (5.95)	13-3	—	—	Bq 1 P-B	567 534 504	Nrw	79	Rostock <i>E. Burchard</i>	C-Ht-PP.ch.m-frg; (sal);p.S.grp.SS.95;d.ft- m.1.98.	41.7 137-0	8.7 28-7	5.56 18-3	.....	Laurvik	Ch. Nielsen & Co	Ardl 98		
.	296	SOPHIA, voir aussi <i>SOFIA</i> , <i>SOFIE</i> , <i>SOPHIE</i> .	OFIE, SOPHIE																	
.	297	SOPHIA ( <i>ex-Neos-Kimon</i> ), <i>Panayoti</i> . (10.99)	13-2	—	—	Bk 1 P-B	341	Tre	78	Syra <i>O.99</i>	C-P;ch.ev-frg;d.ft-m. 12.96;grp.94;SS.96; rp.99.	35.00 114-10	8.50 27 10	5.60 18-4	.....	Constanti- nople	Basilio Yaltitzoglou	Cnst.99 c.v. 99		
.	298	SOPHIA ( <i>ex-Houda-Verdi</i> ), <i>Dimitriou</i> . (1.00)	13-1	—	—	Bk 1 P-B	207 197	Tre	80	Abanah <i>O.00</i>	C-P;ch.ev-m-frg; rp-car.SS.1.00.	30.00 98-5	8.10 26-7	5.10 16 9	.....	Constanti- nople	J. Gamuch- djian	Cnst.00		
.	299	SOPHIE, voir aussi <i>SOFIA</i> , <i>SOFIE</i> , <i>SOPHIA</i> .	OFIE, SOPHIA																	
✦	300	SOPHIE, <i>Scarrer</i> . (11.94) <i>92-94</i>	16	3/3, L	1.1.	Bk	268 255 235	Dan	94	Nordby <i>S. Abrahamsen</i>	C-Ht-PP;ch.m-frg; (sal);rp.98;d.ft-m.3.07.	35.72 117-2	7.91 25 9	3.77 12 4	.....	Fanö	Aktieselskabet Brüggen- « Sophie » Reederi (S. Abrahamsen)	Hbg 4.07		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## SPE

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			GRUEMENT NOMBRE DE PORTS	TONNAGE		PAVILLON	ANNÉE de construction	PORT de construction	MATÉRIAUX		PONCEUR EN PIEDS ET POUCES	L'UN POUCE	REUX DE CALE	FRANC DE BORD	PORT d'armement	ARMATEURS	DERNIÈRE VISITE																		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			COTE				Nbre de pont	DOUILLON RÉPARATIONS																														
	DATE DE PRÉSENT DE LA CHAUDIÈRE																																						
	DATE DU TERME																																						
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																						
✠ 301 SOPHIE, <i>Mikkelsen.</i> (6.01)	16	3/3, G	1.1.	G3m	287 193 225	Dan	01	Svendborg	C-Hitch.frg.(sal). C. Andersen sfb;rp.01;car.5.07.	34.65 113-9	7.72 25-4	3.70 12-2	.....	Svendborg	C. V. Petersen & Co	Sub. 5.67																							
✠ 302 SOPHIE, <i>Jensen.</i> (12.01) 03-03	16-6	3/3, G	1.1.	Gl	89 81 83	Dan	85 0.02	Thurø	J. C-Hitch.frg;sfb; Ph. Jørgensen rp-car.SS.4.02.	23.3 76-5	5.8 19-0	2.86 9-5	.....	Thurø	J. M. Jensen	Svdb. 3.06 c.v.04																							
✠ 303 SOPHIE, <i>Dahlöf.</i> (9.02)	12-3	—	—	B-G	280 193 208	Sds	71 0.02	Gefle	S. P. ch. m. frg;sfb;p.8; SS 70;sfb;rp-car.9.02 O. A. Brodm rp.04	30.4 99-10	7.9 25-11	4.00 13-1	.....	Hellevik- strand	N. Olsson	Gr. 9.06 c.v.04																							
✠ 304 SOPHIE, <i>Ohlsson.</i> (3.96)	14-3	—	—	Gl	100 88	Sds	67 0.96	Karrebeks- minde	C-Hitch.frg.sfb;p.n.90; grp.SS.90;car.3.96.	25.20 82-8	6.40 21-0	2.85 9-6	.....	Brantevik	P. Mårtensson	Lbk 96																							
✠ 305 SOPHIE 'ex-Fanny', ..... (12.98)	14-1	—	—	Gl	78 69 73	Sds	76 0.95	Rostock	C-Hitch.frg;sfb;(sal)p.T. 96;grp.82;SS.89;rp-car. 4.95.	21.8 71-6	5.3 17-5	2.70 9-2	.....	Stockholm	J. Gustafsson & Co	Svdb99																							
✠ 306 SÖRINE, <i>Andersen.</i> (7.06)	16-7	3/3, L	1.1.	Bq	307 381	Dan	91 0.06	Nordby	C-Hitch.frg.m.frg; (sal)rp-SS.06;d.ft-m. 7.06.	39.50 129-7	8.00 26-3	4.77 15-8	.....	Fanø	M. S. Jepsen (à Nordby)	Hlsb. 7.06																							
✠ 307 SORKHOLM 'ex-Undine', <i>Meybaum.</i> (7.04) 01-04	13-2	—	—	Gl	294 200	Rss	74 0.04	Rostock	C-Hitch.frg;sfb;(sal)p. n.94;rp-car.SS.7.04.	30.4 100-0	7.1 23-4	4.26 14-6	.....	Pernau	J. R. Simmo's Erben	Riga01																							
✠ 308 SORRENTO (ex-Michele-A.), <i>Cilento.</i> (3.05) —-05	13-4	3/3, A	1.1.	Bq	728 508	Itl	81 0.03	Cassano	C-P.ch.m.frg;d.ft-m. A. Castellano m.3.05;rp.05.	48.30 138-6	9.35 30-8	6.15 20-2	.....	Castella- mare	Dom. Jacca- rino & Co	Npl. 3.05																							
✠ 309 SÖSTRENE, <i>Christensen.</i> 84-00 (4.98) (3/3, A.1.1.)	16	...	...	GmG	388 306	Dan	98	Marstal	C-Hitch.m.frg;(sal); d.ft-m.2.04;rp.00.	40.81 133-11	8.79 28-10	3.89 12-9	.....	Marstal	H. C. Chris- tensen	Svdb04																							
✠ 310 SOUTHERN-BELLE, <i>Eriks- son.</i> (5.03)	11-4	—	—	Bq	462	Rss	71 0.03	St-Mary's-Bay	Sp-Hk-PP-P-Hitch.m. fr.SS.85;sff;pr.03;rp- (X\$)J. Mulcaha car.7.03.	44.5 146-0	9.54 31-4	5.74 18-10	.....	Marichamn	E. E. Sjölund	Card03																							
✠ 311 SOUVENIR, <i>Robert.</i> (6.02)	14	3/3, G	1.1.	Dy	150 123	Frq	02	Fécamp	C-Or;ch.m.frg;sfb; car.06.	28.11 92-2	7.78 25-6	3.49 11-6	.....	Fécamp	J. Bajard & Vve F. Bénard	Fcp 6.07																							
✠ 312 SOUVENIR, <i>Garnier.</i> (4.25) (3/3, P, 1.1.)	14	...	...	Kt	98 82	Frq	95	Paimpol	C-Or-PP.ch.frg;sfb;S. A.p.Sap.66d.m.10.98	16.67 51-9	5.44 17-11	2.43 8-0	.....	Tréguier	Cie Coloniale d'Exportation	Pmp98																							
✠ 313 SOUVENIR-DE-SAINTE-MARIE, <i>Henry, Ch.</i> (3.94)	10-4	—	—	Kt	77	Frq	83 0.94	Fécamp	C-Or;ch.frg;sfb;p. S.94;rp-car.2.94.	21.67 71-2	6.31 20-8	3.09 10-2	.....	St-Malo	Capt	St-M 94																							
✠ 314 SOZONDA (ex-Aristide), <i>Linos</i> <i>G. E.</i> (5.03)	12-4	—	—	Gl	77 208	Frq	77 0.03	Syra	C-P-Mitch.m.frg;d. ft-m.5.03;rp.03.	26.00 85-4	7.40 21-0	4.20 13-9	.....	Syra	Capt	Alx. 03																							
✠ 315 SPECULANT, <i>Jacobsen</i> 87-00 (4.06)	I	3/3, L	1.1.	GmG	360 280	Ang	95 V.07	Inverkeithing	A. D. 21m34; G 6m71;rp-car.1.07	44.80 147-0	8.23 27-0	3.53 11-7	22 30	Melbourne	P. J. Mc Jen- non	Mln. 4.07																							

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	316	SPEKE, Stott. (3.91)	I	—	—	3 m 2 P	2875 2712 2662	Ang	90	Milford T. K. Oswald & Co Ltd	A; 2 comp; D 4m27; G. 10m97; R. 18m29; R. A. 7m32; 1p. PP; 1 p. Sp; car. 2.91.	94.57 310-3	12.85 42-2	7.75 25-5	==	Liverpool	Ship « Sp-ke » C <sup>e</sup> L <sup>a</sup> (R. W. Ley- land & Co)	Syd. 97	
✠	317	SPERA, Nielsen, A. (3.00) (3/3, P. 1.1.)	16	...	..	Glt	51 40 48	Dan	00	Svendborg A. Jensen	C-Ht; ch. frg; (sal); sfb.	20.87 68-6	5.62 18-5	2.01 6-7	.....	Rødvig	Capt	Cph 3.05	
.	318	SPERANZA (ex-Mystic-Tie), Sevegrand. (3.03)	9-4	—	—	Glt	64 34	Frç	94 O.03	La Have (N.S.)	Sp-B-Ht; ch-m-frg; (sal); sfb; p. Sp. 01; car. 10.01. rp. 05.	21.51 70-7	6.20 20-4	2.50 8-2	.....	St-Pierre- Miquelon	F. Lechartier	St-P. 10.05 c.v. 05	
✠	319	SPERANZA, Le Tréhiou. 87-04 (6.96)	14	3/3, P	1.1.	Kt	47 34	Frç	96 O.04	Paimpol Y. Pilvoin	C-Or; ch-frg; sfb; p. Srp-car. 5.04.	17.40 57-1	5.88 19-4	2.53 8-4	.....	Tréguier	Le Guen	Pmp. 04	
✠	320	SPES-NOSTRA, Bergmann, J. (5.07)	I	3/3, P	1.1.	Tk dv bsc.	108 95 103	Alm	95 V.07	Martenshoek Niestern & to Velde	A-F; 2 comp; G-E; fd. plt; rp. 03; car. 5.07.	25.84 84-10	5.87 19-3	2.32 7-8	.....	Bremen	Capt	Enj. 5.07	
✠	321	SPEY, ..... (8.98) (3/3, P. 1.1.)	13	...	..	Glt	29	Ang	98	Port-Louis (Maurice) R. Ritchie	T-PP-Ac; ch. cv. m- frg; d. cv. 7.98.	16.15 53-0	4.06 13-4	1.67 5-6	.....	Port-Louis	Hylarion Rault	Maur. 98	
✠	322	SPICA, Lund. (9.04) 90-04	I	3/3, L	1.1.	Bq 2 P	975 882 858	Nrw	76 V.04	Vege sack H. F. Ulrichs	F; 2 comp; 2p. S; car. 9.04; rp. 03.	57.6 189-0	9.8 32-2	5.79 19 0	.....	Porsgrund	H. Jeremias- sen	N-C. 04	
✠	323	SPICA, Luks. (9.02) 92-06	12	3/3, G	1.1.	G3m	265 228	Rss	02	Gipken G. Rasuke	P-C; ch. frg; (sal); sfb; car. 5.06.	33.53 110-0	7.24 22-0	3.96 13-0	.....	Riga	Gebrüder Grihwan	Riga 5.06	
✠	324	SPINAWAY, Verloppe. (8.96) (3/3, G. 1.1.)	13	...	..	Glt	48 40	Ang	96	Port-Louis (Maurice)	T. ch. m. frg. d. ft. m. 8.96.	19.80 65-0	3.25 10-8	1.90 6-3	.....	Port-Louis (Maurice)	L. de Roche- couste	Maur. 98	
.	325	SPIRIDION (ex-Julia), Man- zarinas. (12.01)	13-3	—	—	Bk 1 P-B	245	Tre	80 O.00	Castellariso	C-P; ch. m. frg; sfb; rp- car. 4.00; bitumé 12.01.	39.60 130-0	7.80 25-7	4.97 16-4	.....	Constanti- nople	Marigo G. Matheou	Smn. 01 c.v. 01	
.	326	SPIRIDION (ex-Lavoro), Dra- gona, D. (9.06)	13-3	5/6, M	1.1.	Glt	169 149	Tre	84 O.06	Lussinpiccolo	C-P; ch. m. frg; sfb; rp- car. 9.00; d. ft. m. 8.01.	28.00 91-10	6.00 19-8	3.50 11-6	.....	Samos	Capt	Smn. 9.06 c.v. 9.06	
.	327	STAHL, Stahl. (4.07) 94-98	9-3	3/3, G	1.1.	Glt	198 188 176	Rss	98 O.07	Kalleten Morgenstern	P-C; ch. fr; (sal); sfb; car. SS. 7.07.	28.80 94 6	7.31 24-0	3.50 11-6	.....	Windau	I. Stahl	Riga 7.07	
✠	328	STANDARD (ex-Queenstown), zu Klampen. (12.06) 94-05	14-2	5/6, A	1.1.	Bq 2 P-B	1534 1420	Alm	76 O.06	Richmond (Me)	C-Hk-B-Ht PP. ch. m. fr- (sal); grp. 79; SS. 38; d. ft- m. 6.02; rp. 06.	60.68 199-1	11.88 39-0	7.93 26 0	.....	Bremen	Deutsche Dampf- scherei Ges. « Nordsee »	Wss. 6.07 c.v. 6.07	
✠	329	STANDARD, Getchel. (6.94)	15-6	—	—	3 m 2 P	1535 1461	Amr	78 O.94	Phipsburg Me C. V. Minor	C-PP. ch. m. frg; (sal); 1p. PP; 1p. Sp; SS. 94; d. ft- m. 5.97.	64 6 212-0	12.2 40-0	7.32 24-0	.....	San Fran- cisco	James Brown	S-F. 99 c.v. 99	
✠	330	STANDARD, Rasmussen. 86-00 (3.00)	16	3/3, G	1.1.	G3m	217 193 207	Dan	00	Thurø N. P. Petersen	C-Ht; ch. frg; sfb; (sal).	33.56 110-2	7.91 25-11	3.61 11-10	.....	Svendborg	C. V. Petersen	Svdb. 2.06	

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## STÉ

Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC- BORD EAU SALLE H.A.N en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	DOUPLAGE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL					RÉPARATIONS														
	DATE DU TERME					EN METRES EN PIEDS ET POUCES														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	331	STANDARD, <i>Larsen.</i> (3.07) 95-07	16	3/3, P.1.1.	Gls	70 50	Dan	07	Bandholm <i>P. Clausen</i>	C-Ht;ch.frg;(sal); sfb;p.P.	22.56 74-0	6.20 20-4	2.33 7-8	.....	Bandholm	A. C. Larsen	Cph. 6.07			
.	332	STAR, <i>Larsen, H. P.</i> (5.05)	1	3/3, F.1.1.	Glt	120 105	Dan	03 V.05	Sölversborg <i>C. Johansson</i>	A; 2 comp; 1p.P;rp- car.5.05.	26.36 86-6	6.71 22-0	2.92 9-7	.....	Vording- borg	Capt	Crth. 5.05			
✠	333	STAR (ex-Sleipner), <i>Jacobsen.</i> (4.07)	12-4	5/6, A.1.1.	Bq 1P-B	1241 1148 1103	Nrw	82 O.07	Scot's Bay (N-S)	B-C-Sp.ch.frg;(sal);SS. 02;d.ft-m.4.07;rp.07.	61.00 200-0	11.73 38-6	6.64 21-9	==	Egersund	Th. Nordaas	Chrd. 4.07			
✠	334	STARS, <i>Krastin.</i> (9.02) 96-05	12	3/3, G.1.1.	G3m	263 235	Rss	02	Uppesgriwe <i>M. Morgenstern</i>	P-C;ch.frg;(sal); sfb;rp.07;10.07.	34.23 112-4	7.92 26-0	3.83 12-7	.....	Riga	M. Morgen- stern & Co	Riga 10.07			
✠	335	STAUT, <i>Andersson.</i> (6.95)	12-2	— —	Bq 1P-B	609 561 532	Sds	76 O.95	Sarpsborg <i>Olsen</i>	P-PP-C.ch.m-fr;p. P;d.ft-m.12.93;SS.92.	45.2 148-4	9.1 29-11	5.23 17-2	.....	Hortemolla	F. Olsson & Co	Hrns95			
✠	336	STAVANGER, <i>Johanessen,</i> <i>K. A.</i> (5.07)	13-4	5/6, G.1.1.	Bq 1P-B	976 885 855	Rss	80 O.03	Sikeå <i>O. P. Åberg</i>	P-C-PP.ch.m-frg;(sal); sfb;rp.SS.03;ff.p. 3.03;rp-car.5.07.	54.3 178-0	10.2 38-6	6.24 20-6	.....	Mariehamn	K. Olofsson (à Wardö)	Abo 5.07			
.	337	STAVROS (ex-Feahmanella), <i>Spetzojiannis.</i> (11.98)	12-3	— —	Bk 1P-B	150	Tre	79 O.98	Akjeb-Shebir	C-P.ch.frg;sfb;car. 11.98	28.00 91-10	6.90 22-4	4.50 14-9	.....	Chios	Michel Spet- zojiannis	Cnst.98			
.	338	STEINVORA, <i>Demarchi</i> (9.05) 75-05	11-4	5/6, A.1.1.	Bq 2 P	1174 1117 1048	Itl	75 O.05	New-Glasgow (N-S) <i>J. W. Carmichael</i>	Sp-B-PP.Hk-C;ch.m- frg;(sal);SS.96;grp.02; d.ft-m.0.05.	57.12 187-5	11.40 37-5	6.81 22-4	57 1/2 62 1/2	Gênes	Celestino Beral- do in Schiaffino	Gn. 9.05			
.	339	STELLA (ex-Emile), <i>Sonder- sen.</i> (10.97)	11-4	— —	B-G	180 158 158	Nrw	76 re.92 O.97	Oude-Pekela <i>J. W. Kuiper</i>	C-PP;ch.m.fr;p.P.92; re.SS.92;d.ft-m.9.97;rp. 97.	29.60 97-0	7.00 23-0	3.54 11-8	.....	Stavanger	L.T.K. Geert- sen	Av. 00			
✠	340	STELLA (ex-Vorwärts), ..... (6.91)	13-6	— —	Bq 1P-B	861 825	Sds	70 O.91	Elsfleth <i>G. Wempe</i>	C-Ht;ch.m-frg;(sal);p. S;d.ft-m.6.91;rp.SS. 91.	36.6 120-1	7.9 26-0	4.48 14-8	.....	Länna	A. W. Johans- son	Hrns95 c.v.95			
✠	341	STELLA (ex-Stella-Maris), <i>Syvertsen.</i> (3.98)	11-4	— —	Bq 1P-B	588 543 523	Nrw	69 re.83 O.98	Sikeå <i>O. P. Åberg</i>	S;ch.m-frg;(sal);p.n.S3. SS.S3;rp.94;sfb;car. SS.3.98.	45.50 139-6	9.10 30-0	5.46 17-11	.....	Fredriks- tad	T. W. Schwartz	Got. 98			
.	342	STELLA-BELMARÇO, ..... (5.95)	12-4	— —	Bq	566	Brs	70 O.95	Portland (Me)	C-PP-Hk.ch.m-fr. d.ft-m.5.95;SS.95.	42.30 138-10	9.40 30-6	5.03 16-6	.....	Santos	Manuel de Je- sus Belmarço	Lisb.95			
.	343	STELLA-PETTACK, <i>Itütel- mann.</i> (9.03) 96-02	7-4	— —	Glt	51 45 40	Rss	97 O.03	Haynash <i>P. Ahben</i>	P-S-C;ch.fr;(sal); sfb;car.9.03.	17.37 57-0	4.57 16-0	2.39 7-10	.....	Pernau	Ierw	Rvl. 03			
✠	344	STEN, <i>Johansson.</i> (4.05)	10	3/3, P.1.1.	Glt	23 17	Sds	05	Pukavik <i>C. Johansson</i>	C-P;ch.frg;(sal); sfb.	15.00 49-3	4.20 13-9	1.50 5-1	.....	Stensnäs Mörum	J. Ingmans- son	Crth. 4.05			
✠	345	STÉRÉDEN, <i>Forestier.</i> (4.96) (3/3, P.1.1.)	16	... ..	Dy	63 46	Frç	96	Paimpol <i>Laboureur</i>	C-Or;ch.frg;(sal); sfb.	18.31 60-1	6.24 20-6	2.81 9-3	.....	Tréguier	G. Forestier (à Pleubian)	Pmp 98 c.v.98			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS														Register under deck
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																			
	DATE OF TERM																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	346	STERLING (ex-Polynesian), Ellefsen. (6.03)	12-3	5/6, A	1.1.	Bq 1 P-B	1296 1167 1174	Nrw	78 O.03	Quebec P. V. Valin	Hk-P-C-B-Or-PP; ch. m-fr;(sal); p. P.95;d. ft. m.7.05;grp.SS.95;rp.05.	64.62 212-0	10.40 37-5	7.19 23-7	==	Porsgrund	Nicolai Friis	Chrt. 7.05		
✠	347	STERN, Fischer. (9.02) 96-02	11	3/3, G	1.1.	Glt	148 130	Rss	02	Popen M. Sepp	C-P;ch.fr;(sal);sfb; rp-car.9.05.	24.70 81-1	7.86 25-10	3.26 10-8	.....	Windau	A. Antmann	Go. 9.05		
✠	348	STEVNS, Nielsen, P. (7.97) (3/3, P. 1.1.)	16	...	..	Gls	40 31 37	Dan	97	Svendborg A. Jensen	C-Ht;ch.frg;sfb; (sal)	18.11 59-5	5.37 17-8	1.91 6-3	.....	Rødvig	Capt	Svdb97		
✠	349	STIRLING, Nielsen. (4.97)	I	—	—	Glt	156 149 149	Ang	97	Martenshoek Nielsen & Te Velde	A-F; 2 comp; p. A; car.7.99.	31.15 102-2	7.48 24-6	2.79 9-2	.....	Hull	J. W. Barra- clough	Gls 00		
✠	350	STIRLING, Nielsen. (11.05) 05-05	I	3/3, A	1.1.	G3m	226 198 213	Dan	01 V.05	Martenshoek G. & H. Bodewes	A; 2 comp; 1/2 D. 6m40; R.4m80;p.A;grp-car. 5.07.	34.78 114-2	7.68 25-2	3.23 10-7	18 1/2 21 1/2	Copenha- gue	P.C.Klovberg	Got. 5.07		
✠	351	STORFURSTEN, Himanka. 94-02 (11.99)	11-3	—	—	Bq 1 P-B	615 586	Rss	79 O.99	Strömme E.P.Kjaldström	P.ch.m-fr;(sal);rp.89; SS.88;sfb;rp-car.8.04.	45.1 148-0	9.5 31-2	3.04 10-0	.....	Raumo	Angf. Aktie- bolag. Albion	Cdx 04		
✠	352	STRANGER, Liebke. (10.04)	12-3	—	—	Bq G 1 P-B	623 540 539	Ang	93 O.00	Bridgewater (N-S) J. A. Wilson	Sp-B-Ht-C;ch.m-frg; (sal);d.m.10.04;rp.07.	45.51 149-4	10.54 34-7	4.75 15-7	.....	Lunenburg (N-S)	J. A. Wilson	N-S. 8.07 c.v. 7.07		
✠	353	STRASBOURG (ex-Libussa), Boishardy. (5.92)	I	—	—	3 m 2 P	1770 1653	Frç	84 V.92	Flensburg Flensb. Schiffbau Ges.	F; 2 comp; p. P;rp- car.5.92.	78.86 259-1	12.01 39-5	7.27 23-10	.....	Dunkerque	A.D.Bordes & C <sup>o</sup> (à Paris)	Hbg 92		
✠	354	STRATHCONA, Gould (7.02) (3/3, G.1.1.)	12	...	..	G3m	280 249 249	Ang	02	Mount Denison (N-S) J. W. Mc Kinley	Sp-B-Ht-C;ch.m- frg;(sal);sfb.	34.13 112-0	8.84 29-0	3.35 11-0	.....	Windsor (N-S)	H. H. Greeno	N-S.02		
✠	355	STRATHERN, Fleming. (8.06)	12-2	3/3, A	1.1.	Bq 1 P-B	1874 1272	Ang	93 O.99	Maitland (N-S) J. Monteilh	Sp-B-Ht-C.ch.m-frg; (sal);d.m.3.00;rp.04.	34.87 212-10	11.83 38-10	7.16 23-6	.....	Maitland (N-S)	A. Putnam	N-Y. 10.06		
✠	356	STRATHISLA, Douglas. (3.04)	12-6	3/3, L	1.1.	Bq 1 P-B	1320 1280 1178	Ang	90 O.04	Maitland (N-S) A. McDougall	C-B-Sp;ch.m-frg;(sal); d.m.3.07;rp.SS.04.	61.77 202-8	11.73 38 6	7.24 23-5	58 61	Maitland (N-S)	A. Putnam	Bosf. 3.07		
.	357	STREIF-2 (ex-Rebecca), Rasmussen, G. (7.07)	I	3/3, P	1.1.	Ctt	59 50 59	Nrw	74 V.11207	Rotterdam	F; 2 comp;p. P;car. 7.07.	22.00 72-2	5.97 19-7	2.51 8-3	.....	Christians- sand	Capt	Chrd. 7.07		
.	358	STRIGMAR-II, Kaljo. (7.02) 84-02	10	3/3, G	1.1.	G3m	235 197	Rss	02	Takerort J. Soel	P-C;ch-fr;(sal);sfb.	33.07 108-6	8.58 28-2	3.58 11-9	.....	Arensburg	M. Kaljo	Lib. 4.05		
.	359	STRILEN, ..... (12.96)	10-8	—	—	Ctt	72 55 70	Sds	94 O.96	Rosendal Skaale	P;ch.frg;sfb;(sal);p. P;grp.96;rp-car.2.98.	23.47 77-0	5.92 19-5	2.47 8-1	.....	Gullholmen	E. F. Petters- son	Sws.98		
✠	360	SUBRA, ..... (12.95)	13-3	—	—	Bq 1 P-B	579 539 528	Nrw	75 O.96	Arendal S. Smith	P-PP-C.ch.m-fr;(sal); rp.SS.96;d.ft-m.1.96.	43.9 144-0	8.5 27-11	5.48 18-0	.....	Arendal	Th. Thomme- sen & C <sup>o</sup>	Ardl 96		

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILLAGE — RÉPARATIONS	LONGUEUR — — EN METRES — EN PIEDS ET POUCES	LARGEUR — — EN METRES — EN PIEDS ET POUCES	CREUX DE CALE — — EN METRES — EN PIEDS ET POUCES	FRANC BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
•	391	SVELTA (ex-Johanna-Fredorika), Gazzolo. (9.05)	■	3/3, A	1.1	G3m	212 197 197	Arg	99 V.05	Martenshoek J. & G. Verstoet	F; 2 comp; p.F:rp car.10.0 j.	33.97 111-6	7.16 23-6	3.07 10-1	.....	Buenos-Aires	Pedro Vignolo	Ld. 10.06
✦	392	SVEN, Nilsson. (10.03)	13	3/3, G	1.1	Glt	183 107 122	Sds	03	Norrköping C. Heggblad	C-P;ch.m-frg;(sal); sfb.	27.91 91-7	6.83 22-5	2.82 9-3	.....	Norrköping	Fr. Blom	Pib. 7.06
✦	393	SVEND, Hansen. (8.05)	16-3	5/6, G	1.1	Glt	128 108 121	Dan	74 O.06	Lundeborg J. Boas	C-Ht.ch.m-frg;(sal);p. P.95;rp.SS.00;car.2.05.	27.5 90-3	6.1 20-0	3.22 10-7	.....	Copenhague	J. R. B. Lefolii	Lvp. 11.06
✦	394	SVERRE (ex-Wega), ..... (11.03)	■	3/3, L	1.1	Bq 2 P	1178 1076 1037	Nrw	77 V.03	Vege sack H. F. Ulrichs	F; 2 comp; p.S:rp; car.11.03.	61.60 202-0	10.10 33-0	6.07 19-11	.....	Tvedestrand	Carl Bech & Co	Chrt 03
✦	395	SVERRE, Didrichsen.(10.80)	13	—	—	Bq 1 P-B	619 567 553	Nrw	80 O.87	Christianssand H. Knudsen	P-C-PP.ch.m-frg; d.ft-m.1.87;(sal).	46.7 153-3	8.9 29-3	5.63 18-5	.....	Christianssand	H. Natvig & Co	N-Y 91
✦	396	SVIP, Jensen. (8.99)	16	3/3, P	1.1	Glt	56 47 53	Dan	99 O.07	Marstal L. Bager Jr	C-Ht;ch.frg;sfb; (sal);car.7.07.	19.21 63-0	6.43 21-1	2.26 7-5	.....	Marstal	L. J. Bager	Svdb. 7.07
✦	397	SWEIKS, Wentenberg. 01-06 (9.03)	11-3	3/3, G	1.1	G3m	298 265	Rss	92 O.03	Uppesgriv J. Puhling	C-P.ch.fr;(sal);sfb; rp.99;car.SS.9.03.	35.96 118-0	8.08 26-6	4.11 13-6	.....	Riga	Gebr. Puhling & P. Ansohn	Cind. 1.07 c.v.1.07
•	398	SWIFT, Measy. (8.07)	12-2	5/6, G	1.1	Glt	125 90	Ang	71 O.07	Portsmouth	C-Or-PP.ch.ev.m-frg; sfb;p.n.tü;grp.SS.2 car.8.07.	26.95 88-5	6.78 22-3	3.20 10-6	.....	Fowey	W. C. Phillips (à St-Anstell)	Fim. 8.17
✦	399	SWIKS, Weinberg. (8.02)	12	3/3, A	1.1	G3m	296 182	Rss	02	Uppesgriv K. Karkle	P-C;ch.frg;(sal);d. ft.z.8.02.	34.29 112-6	7.62 25-0	3.60 12-0	.....	Riga	J. Puhling	Lvp. 8.05 c.v. 8.05
✦	400	SYDONIA, Segling. (8.94)	12	—	—	B-G 3 m	365 327	Rss	91 O.00	Dreimansdorf M. Ansing	P-C;ch.fr;(sal);p. P;d.ft-z.10.01;rp.01.	42.30 138-9	8.58 28-2	4.19 13-9	.....	Haynasch	G. Kalning	Hull 01
✦	401	SYLFID, Assarsson. (4.07)	12-4	5/6, G	1.1	G3m	215 197	Sds	79 O.07	Ystad J. Bang	C-Ht-S.ch.m-frg; (sal);sfb;SS.01;car.4.0; rp.07.	32.2 105-8	7.0 23-0	3.86 12-8	.....	Helsingborg	G. H. Witt	Hlsb. 4.07
•	402	SYLFID (ex-Kielkond), Hermansson. (3.05)	9-3	3/3, P	1.1	Glt	100 91	Sds	98 O.05	Papisaar	P-C;ch.frg;(sal); sfb;GE;car.SS.2.05	24.38 80-0	6.45 21-2	2.90 9-6	.....	Höganäs	E. Johansson	Hlsb. 3.05
✦	403	SYLPHE, Petersen. (11.92)	16	3/3, A	1.1	G3m	172 150 164	Dan	92 O.00	Odense N. F. Hansen	C-Ht;ch.m-frg;(sal); rp 97;d ft-m.6.04.	33.00 108-3	7.10 23-4	3.23 10-7	.....	Marstal	M. Petersen	Svdb 04
✦	404	SYLVANA, Noslier. (1.98)	13	3/3, L	1.1	3mG	296 259	Frç	98 O.06	St-Malo A. Buron	C-Or;ch.m-frg;p. S.06;d.m.1.06.	38.65 120-10	8.37 27-6	3.94 13-0	.....	St-Malo	Henri Canjole	St-M. 2.06
✦	405	SYLVIA (ex-Marie), Bjornö. 02-02 (12.06)	13-3	5/6, G	1.1	Glt	149 138 149	Nrw	69 O.07	Boulogne Lecerf	C-Or;ch.ev.frg;sfb;(sal); p.n.S2;grp.SS.04;car. 4.04;rp.07.	26.70 87-8	6.40 21-0	3.80 12-6	.....	Stavanger	B. Gundersen	Stvg. 5.07 c.v. 5.07

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															Register — under deck												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
+	406	SYLVIA, Christenson, P. (10.04)		14	3/3, G	1.1	Glt	67 55	Sds	01	Viken J. Hagerman	C-P;ch.frg;(sal); sfb.	23.20 76-1	6.24 20-6	2.23 7-4	.....	Hven	Capt	Got. 04													
+	407	SYLVIANA, Schnoor, Aug. (8.99) (3/3, P. 1.1.)		16	...	..	Glo	54 38	Alm	39	Wewelsfleth J. Peters	C-Ht;ch.frg;(sal); sfb.	21.73 71-4	5.03 16-6	2.13 7-0	.....	Burg	Capt	Hbg 99													
+	408	SYSTER, Christenson.(3.02)		12	3/3, G	1.1.	G3m	127 100 117	Sds	02	Södra Garns J. Svensson	P-C;ch.frg;(sal); sfb;rp-car.3.05.	27.60 90-7	7.03 23-1	2.58 8-6	.....	Köpstadsö	Capt	Got. 3.05													

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			Tonnage Net	Pavillon	Année de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILLAGE — RÉPARATIONS	LONGUEUR — EN PIEDS ET POUCES	LARGEUR — EN MÈTRES	CREUX DE CALE — EN PIEDS ET POUCES	FRANC BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE			
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			GREEMENT NOMBRE DE BENTS															EN MÈTRES		
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		EN PIEDS ET POUCES		
	DATE DU TERME																				
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠	1	TAARA, Rätsep.	(9.01)	12	3	6	1.1	3 m	414	Rss	01	Kabli	P-C;ch.frg;(sal);	42.32	8.71	4.22	.....	Pernau	M. Klein	Riga 10.07	
											Hohnsien	stb;rp-car.10.07.	138-10	28-6	13-10						
✠	2	TACOMA, Pederson.	(9.96)	13-6	—	—	—	3 m	1739	Amr	81	Bath (Me)	C-Hk-PP.ch.m.frg;	69.5	12.2	7.93	.....	San-Fran-	Alaska Packers'	S-F. 99	
											Goss & Sawyer	(sal);d.ft-m.7.99;SS.96.	228-0	40-0	26-0		cisco	Association			
✠	3	TAIF (ex-Profeta-Elia, Riza.	(12.06)	13-4	3	4	1.1	Bq	497	Tre	80	Castellamare	C-P;ch.m.frg;d.ft-	41.48	9.39	5.83	.....	Constanti-	Hadji Hassan	Cnst. 2.07	
											G. Bonifacio	m.6.06;grp.SS.07.	136-1	30-10	19-2		nople	& Mani Zadé			
	4	TAIMI, Rillukka, J.	(5.06)	8-4	3	4	1.1	Gls	114	Rss	00	Neuvottoma	P;ch.fr;sfb;rp-car.	25.85	7.38	2.88	.....	Lavansaari	Capt	Wib. 4.06	
												4.06.	84-10	24-2	9-6						
✠	5	TAKOCHI (ex-Tempest), Cou-	(5.96)	14-3	—	—	—	B-G	476	Tre	78	St-Martins	Sp-B-C-PP.ch.m.fr;	40.6	9.0	5.30	.....	Constanti-	Apit Ound-	Cnst.90	
		soumakis.									(N-B) J. Mary	(sal);grp.85;d.ft-m.5.90.	133-3	29-7	17-5		nople	jian			
✠	6	TAMANEND, Grindle.	(12.05)	13	—	—	—	B-P	711	Amr	06	Noank(Conn.	C-PP;ch.frg;(sal);	53.94	10.66	4.32	.....	Philadel-	Philadelphia &	N-Y. 1.06	
		Barge.									R. Palmer & Son	sfb.	177-0	35-0	14-2		phia	Reading Transp. Co			
	7	TANINA (ex-Francesco-I.,	(11.05)	14-4	3	4	1.1	B-G	151	Itl	82	Lerice	C; ch.m.frg;rp.SS.	26.50	6.90	3.55	.....	Messine	G. Russo &	Mss. 11.05	
		Pidatella.										05;d.ft-m.11.05.	87-0	22-8	11-8			Gaet. Russo	Nunari		
		01 - 01																			
✠	8	TANITA, Müller.	(8.99)	14	—	—	—	Glt	150	Rss	99	Rojen	P-C;ch.fr;(sal);sfb.	25.20	6.73	3.38	.....	Riga	A. Kalnine	Riga 12.05	
		92 - 95										K. Karkling	rp 04;car.9.05.	82-8	22-1	11-1			& Co		
	9	TANKERTON-TOWER, Hoo-	(10.05)	12-4	3	4	1.1	Glt	119	Amr	84	Whitstable	C-Ht-PP-P-T.ch.m.frg.	27.0	6.2	2.80	.....	Faversham	Hartley Hodder	Pim 3.06	
		per.										Goldfink Bros	(sal);sfb;grp.SS.01;car.	88-7	20-4	9-3			(à Bristol)		
												3.06.									
✠	10	TANTE-CINE, Cadie.	(12.02)	16	—	—	—	Glt	166	Fr.	03	Kerity	C-Or-Ht;ch.frg;	31.26	7.40	3.66	.....	Paimpol	Herland	Pmp. 12.06	
		01 - 05										Bonne	(sal);sfb;rp-car.12.06.	102-7	24-3	12-0					
✠	11	TAPEINOS (ex-Familiens-Haab.	(6.91)	14-5	—	—	—	B-G	151	Amr	76	Sönderhø	C-Ht;ch.m.frg;p.P.d.ft-	29.8	6.6	3.30	.....	Buenos-	G. B. Camozzi	B-A. 94	
		Fernandez.										N. S. Nielsen	m.9.91;(sal);rp.SS.91.	97-9	21-8	10-10		Aires			
✠	12	TARANG, Zachary.	(11.02)	14	—	—	—	Glt	88	Amr	02	Benicia	P;ch.m.frg;(sal);	22.86	6.71	2.54	.....	San-Fran-	E. R. Dimond	S-F. 02	
		(3.3, 6.1.)										d.ft-m.11.02.	75-0	22-0	8-4		cisco				
✠	13	TARAPACA, Robert.	(6.96)	I	—	—	—	4 m	2506	Fr.	86	Glasgow	F;2comp;(WB. 613 t);	92.6	13.5	7.10	=====	Dunkerque	A. D. Bordes	Dk. 92	
												W. B. Thompson	1p.F.1p.P;car.11.92	303 10	44-4	23 4			& fils		
✠	14	TARNAN, J. de la Roche.	(11.02)	14	—	—	—	Glt	40	Rss	05	Landskrona	C-Ht-P;ch.frg;	19.89	5.79	2.18	.....	Hven	Capt	Hlsb. 4.05	
												(sal);sfb.	65-3	19-0	7-2						
✠	15	TASMAN, Van der Luan.	(4.07)	I	—	—	—	Gm	170	Rss	03	Westerbroek	A;2 comp; D.6m10; R.	34.68	7.16	2.90	17	Groningen	Scheepvaart	Gbt. 4.07	
												Wortelboer & Co	4m08 & 4m27;car.4.07;	113-10	23-6	9-6	20		Maatschappij		
												rp.07.						« Groningen »			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	Register under deck		SHEATHING													
	DATE OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND							REPAIRS													
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	16	TAUTETZ, <i>Andritz.</i> (9.97) (3/3, G. 1.1.)	11	...	..	Glt	169 161	Rss	97	Uppesgrive <i>Tuum</i>	P-C, ch. fr. (sal); sfb.	26 52 87-0	6 70 22-0	3.33 11-0	.....	Riga	K. Puhling	Riga 97			
.	17	TAXIARCHIS, <i>Lignos.</i> (10.95)	12-3	—	—	B-G 1 P-B	145	Tre	83 O.98	Skiathos	P-Mch. m. frg; sfb; car. 10.57	27.00 88-7	7.40 24-3	4.50 14 9	.....	Chios	M. & G. Lignos	Cnst. 98 c.v. 98			
.	18	TAXIARCHIS, <i>Samona. G.</i> (12.02)	12-3	—	—	Glt	137	Tre	81 O.03	Syra	P-C, ch. cv. frg; d. m. 9.98; SS. 99; rp. 03.	25.00 82-0	7.80 25-8	4.60 13-1	.....	Chio	Capt	Cnst. 03 c.v. 03			
.	19	TAXIARCHIS, <i>Mellis.</i> (9.03)	12-2	—	—	Glt	71	Tre	86 O.03	Castelorosso	C-P; ch. m. frg; sfb; car. 7.01.	20 66 67-7	6.32 20-9	3.86 12-8	.....	Smyrne	M. Mellis (Chio)	Smn. 03			
.	20	TEHWIJA, <i>Martinsohn.</i> (8.90)	3	—	—	G3m	321 305	Rss	90 O.94	Kalleten <i>A. Kärstein</i>	P-C, ch. fr. (sal); p.P. rp. 98; sfb; car. 10.97.	38.05 124-9	8.80 26-11	4.06 13-2	.....	Riga	J. Damkaln & K. Kreutzberg	Ld. 98			
✠	21	TELEFON, <i>Olsen.</i> (3.91)	12-3	—	—	Bq 1 P-B	577 699 687	Nrw	73 O.01	Stavanger <i>H. C. Knudsen</i>	P-C-PP, ch. m. frg; (sal); grp. SS. 01; d. ft. m. 3.01.	48.8 160-1	9.3 30-5	5.93 19-7	.....	Fredrikstad	H. Jacobsen	Stvg. 01			
✠	22	TÉLÉMAQUE, <i>Oraine.</i> (7.06) <i>84-06</i>	13-4	5/6, G	1.1.	Bk	179 158	Frç	71 O.06	Nantes <i>E. Clergeau</i>	G; ch. frg; sfb; grp. 89; SS. 92; rp. car. 11.05.	26.8 88-3	7 4 21-3	3.70 12-2	.....	Redon	Oraine (a Billiers)	Aut. 7.06			
✠	23	TELLUS (ex Evertsen), <i>Prohn.</i> (1.00)	1	—	—	Bq 2 P	1465 1363	Alm	91 V.00	Rotterdam <i>Ryke &amp; Co</i>	A; 2 comp; 1 p.PP; 1 p.P; car. 1.02.	72.59 238-2	11.42 37-6	6.53 21-5	.....	Hamburg	Wachsmuth & Krogmann	Rd. 02			
.	24	TEMERARIA, <i>Casals.</i> (8.91)	12-4	—	—	Ple	201 191	Esp	56 O.91	San-Felin	C-MI-PP; ch. cv. m; d. m. 8.91; rp. 91.	29.29 95-10	7.37 24-3	3.78 12-5	.....	Barcelone	G. Coll	Brc. 93			
✠	25	TEMERARIO, <i>de Freitas.</i> (7.99)	12-4	—	—	G3m	336	Brs	83 O.99	Azurara <i>J. F. Lapa</i>	P-PP-C, ch. m. frg. (sal); p.P, d. ft. m. 7.96; rp. 96; SS. 99.	39.7 130-3	7.6 25-0	3.31 11-0	.....	Pernambu- co	Man. Joao Go- mes d'Amorim	Lisb. 99			
.	26	TEOCLE, <i>Porzio.</i> (9.03) (5/6, A. 1.1.)	13-3	...	..	Bq 1 P-B	763 746 707	Itl	75 O.03	Cassano <i>P. de Rosa</i>	C-P; ch. m. frg; rp. SS. 03; d. ft. m. 8.03.	50.30 165-0	9 20 30 2	6.50 21-4	.....	Castella- mare	Michele Ma- resca	Mrs. 9.07			
.	27	TERESA, <i>voir aussi THERES</i>	A, THE RESE.																		
✠	28	TERESA (ex-Tonio), <i>Estrade.</i> (7.06)	14-2	3/3, L	1.1.	Bq 1 P-B	1087 1632 966	Urg	82	Voltri <i>G. Favo</i>	C-PP-MI; ch. m. frg; p.P, d. ft. m. 7.03; rp. 5.08	55.00 180 5	9.70 31-10	7.10 23 4	.....	Montevi- deo	Pellegrin Vi- dal	Mrs. 7.06			
✠	29	TERESA-CASTELLANO (ex-Ar- mida), <i>Cacace.</i> (7.07) <i>82-03</i>	15-3	3/3, A	1.1.	3m 1 P-B	1077	Itl	81 O.07	Lussinpiccolo <i>N. Martinolich</i>	C-PP-MI-III; ch. m. frg; (sal); grp. SS. 03; d. ft. m. 7.07.	58.39 191-7	10.59 34-6	7.32 21 0	.....	Naples	Luigi Castel- lano	Ga 7.07			
✠	30	TERESA-G. (ex-Argentina), <i>Marciani.</i> (12.00) (3/3, L. 1.1.)	12-3	...	..	Bq 1 P-B	1058 979 946	Itl	85 O.00	Noël (N-B) <i>Os. O'Brien</i>	C-B-Spçh m. frg; (sal); rp. SS. 00; d. ft. m. 11.00.	56 94 186-10	11 42 37 6	6.40 21 0	.....	Gènes	L. Galliani (a Camogli)	Svn. 02			

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## THE

1-Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUILLAGE — RÉPARATIONS	LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DÉNIERS — VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GRÈLEMENT NOMBRE DE PONTS	Brut Net Sous le pont												
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
•	31	TERESA-PUIG (ex-Alfredo), Gabarda. (11.06)	12-4	5/6, A	1.1.	B-G 1 P-B	328 310	Esp	72	Sestri-P.	C-M1-PP; ch. m. SS. 02; gip. 06; d. ft. m. 12.06.	35.98 117-9	8.54 28-0	4.80 15-9	.....	Barcelone	J. Llusà Puig	Brc. 12.	
✦	32	TERESINA, Jaccarino. (3.04) — - 04	15-4	3/3, L	1.1.	Bq 1 P-B	479 456 444	Itl	80	Cassano A. Castellano	C-P. ch. m. frg; p. P; d. ft. m. 3.04; SS. 97; rp. 04.	40.8 134-0	8.4 27-7	5.90 19-4	.....	Castella- mare	F. S. Ciampa & Fils	Mss. 2.06	
•	33	TERESINELLA (ex-Indépen- dant), Esposito. (12.06)	I	3/3, L	1.1.	Bq 2 P	809 733	Itl	75	Sunderland	F; 2 comp; D. 12m50; G. 8m23; 2 p. PP; car. 11.06.	58.20 191-0	9.75 32-0	5.92 19-5	.....	Castella- mare	Gius. Esposito	Gn. 11.06	
•	34	TERESITA (ex-Kingdom-of- Saxony), do Soldani. (5.02)	I	--	--	Bq 1P-B	572 533 550	Itl	64	Hartlepool Denton, Gray & Co	F; 2 comp; 1/2 D. 11m65; R. 7m40; G. 5m83.	49.19 161-5	8.35 27-5	5.27 17-4	.....	Palerme	P. Battaglia	Np. 4.06	
•	35	TERRE-NEUVE (ex-Grandbau- ker), Lecuyer. (1.06)	10-2	5/6, P	1.1.	Glt	59	Frç	86	Grand Bank (T-N)	C-Mr. Sp. Ep; ch. m. frg; (sal); sfb; p. Sp. 97; rp. car. 11.05.	22.32 73-3	6.44 21-2	2.72 9-0	.....	St-Pierre- Miquelon	La Morue Française	St. 1.06	
•	36	TERRIER, Bate. (2.03) — - 97	13-6	5/6, G	1.1.	G3m	158 126	Ang	73	Dartmouth Philips	C-T-Gr-Or-PP; ch. m. fr; sfb; rp. car. SS. 4.03.	31.78 104-3	6.45 21-2	3.79 12-5	26 1/2 29 1/2	Dartmouth	G. H. Hut- chings.	Pim. 10.05	
✦	37	TEUTONIA, Gregersen. (5.03)	16-4	--	--	Bq 1 P-B	647 595 562	Nrw	81	Hammelwar- den K. Lühring	C-Ht-PP. ch. m. frg; (sal); SS. 95; d. ft. m. 7.05; rp. 03.	45.2 148-4	8.77 28-9	5.55 18-2	.....	Lillesand	H. Knudsen	Chr. 7.05	
•	38	TEWFIK-RABBANI (ex-Namet- Coandar), Tip. (3.07)	12-6	3/3, P	1.1.	Glt	81	Tre	94	Syra	C-P; ch. cv. fr; sfb; car. 05.	19.50 64-0	6.00 19-8	2.90 9-6	.....	Alexandrie	Mustapha Ham- mad & Fils	A.x. 3.07	
✦	39	TH.-LOHSE, Boye. (4.06) 86 - 06	16	3/3, G	1.1.	3mG	85 73 80	Dan	06	Svendborg H. C. Poulsen	C-Ht; ch. frg; (sal); sfb.	24.33 79-10	6.28 20-7	2.61 8-7	.....	Marstal	Th. M. Lohse	Svdb. 4.06	
✦	40	THALASSA (ex-Van-Galen), Beling. (9.99)	I	--	--	Bq 2 P	1423 1335	Alm	91	Amsterdam J. F. Meursing	A-F; 2 comp; 2 p. PP; car. 9.99.	68.01 223-4	11.44 37-7	6.72 22-1	.....	Hamburg	Wachsmuth & Krogmann	Hbg 99	
•	41	THALI, Nilsson, A. (9.05)	10	3/3, P	1.1.	Glt	41 33	Sds	05	Viken J. Hagerman	C-Ht-P; ch. frg; (sal); sfb.	17.80 58-5	5.03 16-10	1.88 6-2	.....	Höganäs	Capt	Hlsb. 9.95	
•	42	THE-DUKE (ex-No-3-Pilot-Boat), Petersen, O. T. (4.96)	16-6	--	--	Glt	56 39 52	Dan	52	Liverpool Buckley Jones	C-T-Gr-Or. ch. m; d. ft. m. 9.92; rp. SS. 96.	22.15 72-8	5.23 17-2	2.52 8-3	.....	Copenha- gen	N. C. Gram	Lvp. 96	
✦	43	THE-SEA-GULL (ex-Columbus), Niss. (6.84)	15-6	--	--	B-G	257	Ecuad	70	Brake J. Ottmanns We	C-Ht; ch. m. frg; (sal); d. ft. m. 7.87; SS. 84.	32.8 107-8	6.5 21-4	3.88 17-9	.....	Guayaquil	Ecuadorian Lloyd	Hbg 89	
✦	44	THEA, Friis. (5.07) 87-92	12-3	3/3, G	1.1.	Glt	144 132 141	Dan	91	Timmernab- ben S. Ohlsson	C-P. ch. frg; sfb; (sal); car. 5.07; rp. 04.	28.10 92-2	6.70 22-0	2.85 9-5	.....	Marstal	H. B. Peter- sen	Pa p. 5.07	
✦	45	THEA (ex-Lauritz), Christen- sen, A. C. (2.03) 98 - 98	16-6	3/3, P	1.1	Glt	45 37 42	Dan	87	Svendborg Z. R. Anderson	C-Ht; ch. frg; sfb; (sal); rp. car. SS. 2.03.	18.90 62-1	4.10 13-5	2.26 7-5	.....	Odense	Capt	Svdb. 3.05	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION		MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATA OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			GROSS Register	BUILDERS			SHEATHING	REPAIRS									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
	46	THEA ( <i>ex-Aaloug</i> ), <i>Reinhold</i> . (9.03)	11-4	—	—	B-G	$\frac{125}{119}$ 112	Sds	77	Christiansand	P-C; ch.m-frg; (sal); sfb; car. 8.03; rp. 06.	25.60 84-0	6.74 22-1	3.20 10-6	.....	Helsing-borg	H. Witt	Hib. 5.06 c.v. 5.06				
+	47	THEA, <i>Karlsson</i> . (11.98)	12	3/3, P	1.1	Glt	40	Sds	98	Södra Gärns Warf	P-C; ch.frg; sfb; (sal); car. 8.04.	18.40 60-4	5.07 16-7	2.13 7-0	.....	Farhult	S.P. Svensson	Got. 04				
	48	THEKLA, <i>voir TECLA, TEKLA</i> .																				
	49	THEODOR ( <i>ex-Magallanes</i> ), ..... (10.94)	I	—	—	4 m	$\frac{2437}{2311}$ 2321	Nrw	62	Glasgow	F; 3 comp; p.n. 94; rp. car. 3.99.	99.41 326-2	12.29 40-4	8.38 27-6	==	Christiania	J. Johanson & Co	Hnl. 99				
+	50	THEODOR ( <i>ex-Collector</i> ), <i>Pyk</i> . (4.04)	13-3	—	—	Bq	$\frac{650}{588}$ 571	Sds	68	River-John	Sp-B-C; ch.m-fr. (sal); souff. pr. 04; grp. SS. 98; d.ft. m. 7.01; rp. 04.	48.80 160-1	10.00 32-10	5.36 17-7	.....	Gothembourg	John E. Olsson	Got. 01				
+	51	THEOLINDA, <i>Johansson</i> . (7.02)	12	3/3, G	1.1	Glt	$\frac{119}{100}$ 110	Sds	02	Assarbo	P-C; ch.frg; (sal); sfb.	25.46 83-7	6.27 20-5	2.83 9-1	.....	Assarbo	S. E. Olsson	Got. 04				
+	52	THERESE, <i>Le Maigat</i> . (9.03) 98 - 05	16	3/3, G	1.1	Glt	$\frac{168}{129}$	Frç	03	Kerity	C-Or-Ht; ch.frg; (sal); p.S; sfb.	31.40 103-0	7.48 24-6	3.66 12-0	.....	Paimpol	Fresneau (à Brest)	Pmp. 2.06 c.v. 2.06				
+	53	THERESE, <i>Pan</i> . (2.07)	16-3	5/6, G	1.1	B-G	$\frac{158}{111}$	Frç	75	Granville	C-Or-Ht-PP; ch.m-frg; (sal); SS. 97; p. S. 03; sfb; rp. car. 3.06.	31.4 103-0	6.4 21-0	3.45 11 4	.....	Granville	Riotteau & fils	Grv. 1.07 c.v. 1.07				
+	54	THERESE-VICTOR, <i>Belz</i> . 92 - 01 (10.04)	14-3	—	—	Bk	$\frac{280}{198}$	Frç	75	St-Malo	C-Or; ch.frg; sfb; rp. car. SS. 10.04.	28.4 93-3	7.6 25-0	4.25 13-11	.....	Arcachon	V <sup>ve</sup> Trichet	Trt 11.06				
+	55	THERMÛTIS ( <i>ex-Dorothea</i> ), <i>Haakonsen</i> . (12.96)	15-5	—	—	Bq	$\frac{630}{569}$ 546	Nrw	72	Hamburg	C.ch.m.fr. (sal); p.S; rp. 99; SS. 93; d.ft. m. 4.00	46.50 152-7	9.30 30-6	5.80 19 0	.....	Tönsberg	A. Haakonsen	Lvp. 00				
+	56	THETIS, <i>Hansen</i> . (4.03) (5/6, G. 1.1.)	16-6	...	...	B-G	$\frac{150}{132}$ 136	Dan	77	Troense	C-Ht; ch.m-frg. sfb; (sal); p. P. 98; SS. 92; rp. car. 3.03.	30.3 99-5	6.2 20-4	3.10 10-2	.....	Svendborg	H. N. Jørgensen	Chrt. 03				
	57	THEWYA, <i>Döning</i> . (5.01)	7-3	—	—	Glt	$\frac{97}{79}$	Rss	94	Windau	C-P.ch. fr. (sal); G-E; sfb; car. 9.01.	21.54 70-8	6.48 21-3	2.74 9-0	.....	Paulshafen	Karl Kristophstein	Dz. 01				
+	58	THIERS ( <i>ex-Sucoa</i> ), <i>Quatre-veaux</i> . (4.07) P. C. 6-85 (4.07)	I	3/3, L	1.1	3 m	$\frac{2613}{2251}$ 18+8p	Frç	02	St-Nazaire	A; 2 comp; D. 18m60; B. 20m80; K. 7m90 & 14m; G. 13m60; grp. car. 4.07.	86.21 282-10	13.42 44 0	6.90 22 8	46 49	Nantes	Cie Maritime Française	Nt. 4.07				
	59	THISTLE, <i>Wyatt</i> . (10.03) 03 - 95	13-6	5/6, G	1.1	Glt	$\frac{122}{100}$ 122	Ang	63	Bowling	C-Or PP; ch.m-frg; p.n. 03; sfb. PP. 10.03; rp. 06.	26.21 86-0	6.10 20-0	3.35 11-0	20 $\frac{1}{2}$ 23 $\frac{1}{2}$	Plymouth	W. Burgoyne	Plm. 1.06				
+	60	THISTLE, <i>Smith</i> . (10.87)	15	—	—	Kt	$\frac{53}{55}$	Ang	87	Plymouth	C-Or-PP; ch.m-frg. sfb; (sal); p. P; grp. car. 2.93.	21.50 70-7	5.80 19-0	2.62 8-8	.....	Faversham	B. Marley	Flm. 00 c.v. 97				

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Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE — Brut Net — à l'usage du pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOUBLAGE — REPARATIONS	LONGUEUR EN METRES EN PIEDS ET POUCES	LARGEUR EN METRES EN PIEDS ET POUCES	CREUX DE CALE	FRANG BORD EAU SALÉ H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE	
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE															
	DATES DU BREVET DU CAPITAINÉ ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
✠	61	THÖGER, Rasmussen. R. II. (4.90)	12	—	—	Glo	45 36 43	Dan	90	Rudkjøbing O.96	Joh. Boas	C-Ht.ch.frg.sfb;p. P.	19.21 63-0	4.96 16-3	2.01 6-6	.....	Marstal	Capt	Svdb9 c.v.96	
✠	62	THOMAS, Pedersen. (9.91)	14	—	—	Gls	44 35	Dan	91	Nysted F. Sparre		C-Ht.ch.frg.sfb;p. P.	19.0 62-4	5.20 17-1	2.01 6-7	.....	Aarhus	Capt	Cph.91	
✠	63	THOMAS(ex-Aniello-Galatola), Lauro. (12.03)	13-3	3/3, L	1.1.	Bq 1 P-B	826 803 767	Itl	78	Ischia O.03	G. Bonifacio	C;ch.m.d.ft-m. 11.03; rp.SS.03.	49.10 161-1	9.50 31-2	6.60 21.8	.....	Castella- mare	T. Astarita (à Naples)	N.Y. 4.07 c.v.4.07	
✠	64	THOMAS-P-EMIGH, Ipsen. (2.02) (3/3, G. 1.1.)	14	...	...	4mBq 1 P-B	1040 923	Amr	02	Tacoma Tacoma Ship- building Co		P;ch.m.frg;(sal); sfb;rp.03.	64.36 211-6	12.90 42-4	4.98 16-4	.....	San Fran- cisco	Ch. Nelson	S-F. 03	
✠	65	THOMAS-W-LAWSON, ELECTR. Crowley. (9.02)	1	—	—	G7m 2 P-B	5218 4911 5008	Amr	02	Quincy (Mass) Fore River ship- building & Engin- eering Co	A.3comp;D.17m37;R 6m71k;4m27;G15m24;W 805t;C.A150t;C.R100t.	123.14 404-0	15.24 50-0	10.46 34-4	.....	Boston (Mass)	John G. Crowley	N-Y.02		
✠	66	THOR, Persson, P. (2.04)	13-4	5/6, G	1.1.	Glt	232 214 202	Sds	74	Oscarshamn O.04		P-C;ch.m.frg;sfb; rp.SS.04;car.3.06.	32.70 107-4	6.80 22-4	3.70 12-2	.....	Helsing- borg	Capt	Hlsb. 3.05	
✠	67	THORA, Thomsen. (9.96)	16	3/3, L	1.1.	Bq 1 P-B	411 384 360	Dan	96	Nordby O.04	S. Abrahamsen	C-Ht-PP;ch.m.frg; (sal);d.ft-m.10.01.	38.86 127-6	8.51 27-11	4.87 16-9	.....	Fanø	Aktieselskabet Barkske- det « Thora »'s Reveri (S. Abrahamsen)	Got. 01	
•	68	THRIFT, Torkildsen. (12.98)	12-4	—	—	Clt	57 43	Nrw	79	Lowestoft O.99		C-Or-PP-P;ch.frg; sfb;rp.SS.4.99.	18.29 60-0	4.91 16-1	2.64 8-8	.....	Mandal	Fredriksen & Co	Ard199 c.v.99	
•	69	THYRA, Rasmussen. (10.01)	11-10	3/3, A	1.1.	G3m	286 260	Dan	90	Arendal O.05		P-C;ch.frg;(sal);d. ft-z.11.05;rp.05.	35.30 115-10	8.08 26-6	3.66 12-0	.....	Marstal	F. H. Ander- sen	Brd. 11.06 c.v.11.06	
✠	70	THYRA, Thorsson. (6.06)	15	3/3, P	1.1.	Glt	62 40	Sds	06	Pakavik C. Johansson		C-P;ch.frg;(sal); sfb.	22.32 73-7	5.80 19-0	1.94 6-3	.....	Skillinge	H. J. Thors- son	Ch. 6.06	
✠	71	TIJUCA, Grilhon. (12.05) 02-05	1	3/3, L	1.1.	Bq 2 P	846 764	Frç	67	Nantes V.05	E. Gouin & Co	F;2 comp;p.PP.93; rp-car.7.06.	54.60 179-3	10.20 33-6	6.68 21-10	42 46	Bordeaux	A. D. Bordes & fils	Nt. 7.06	
•	72	TILDE (ex-Michele-Padre), Sadini. (5.04)	13-3	—	—	Glt 1 P-B	134 118	Itl	85	Torre-del- Greco		C-P;ch.m.frg;p.P; d.ft-m.5.05;rp.SS.05.	26.42 86-9	7.06 23-2	3.40 11-2	.....	Livourne	Quilici	Lvn. 6.05	
•	73	TILLIE-BAKER, ..... (12.94)	12-3	—	—	Bq 2 P	719 683	Amr	76	Harrington (Me) O.95	Ramsdell & Co	C-Hk B-Ht-PP;ch.m- tr.(sal)p.P.&Sp;rp. SS.SS;d.ft-m.6.96.	45.7 150-0	10.4 34-0	5.82 19-1	.....	Philadel- phia	G. F. Craig	N-Y.96	
✠	74	TILLIE-E-STARBUCK, Winn (2.04)	1	3/3, L	1.1.	3 m 2 P	2037 1823 1845	Amr	83	Chester V.04	J. Roach & Son	F;2 comp;1p.S;1p. P;car.10.05.	75.6 248-0	12.8 42-0	7.07 23-2	.....	San-Fran- cisco	Welch & Co	N-Y. 10.05	
✠	75	TILLY, Hartmann. (4.04) 97-04	13	3/3, G	1.1.	Glo	101 88	Ahm	01	Furthausen J. F. Streng & Sohn		C-Ht-PP;ch.frg; (sal);sfb.	26.05 85-6	5.95 19-6	2.55 8-4	.....	Brake	J. Strätling	Wes.04	

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER			GROSS Register under deck	SHEATHING REPAIRS												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																				
	DATE OF TERM																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
	76	TIMBRE-2 <sup>o</sup> , Pata. (1.00)	12-3	—	—	Glt	137	Ptg	74	Fao	Ml-P-PP;ch.m-frg;grp.00;p.n.00;d.ft-m.1.00.	24.48 30-4	6.27 20-7	2.94 9-5	.....	Oporto	M. S. Cruz Junior	Lisb.00			
	77	TIMIOS-STAVROS (ex-Elpis), Pappis, N. (5.02)	12-3	—	—	Glt	130	Tre	83	Syra	C-P;ch.m-frg;sfb;rp-car.SS.5.02.	25.00 32-0	5.15 16-11	4.10 13-5	.....	Chios	Capt	Cnst.02			
✠	78	TIRFING, Hemmingsson. (5.05)	12-4	5/6, G	1.1.	Glt	182 163	Sds	75	Oscarshamn P. Pettersson	P-S-C.ch.frg;sfb;(sal);p.S.02;SS.93;grp-car.0.05.	29.3 96-4	6.5 21-4	3.52 11-7	.....	Oscars-hamn	P. F. Johansson	Osch. 5.05			
	79	TITANIA, Brown. (10.01)	13-3	—	—	Glt	185 144 144	Ang	65	Kingbridge	C-Gr-Or;ch.m-frg;sfb;SS.95;rp-car.10.01.	30.88 101-4	7.01 23-0	3.86 12-8	.....	Salcombe	J. Ennor (à Newquay)	Plm.01			
	80	TITUS, Fisker. C. H. (5.99) — - 99 (3/3, P.1.1.)	14-13	...	..	Glt	49 40 46	Dan	99	Marstal J. Rasmussen	C-Ht;ch.frg;(sal);sfb;rp.00;car.5.05.	20.71 67-11	5.02 16-6	2.04 6-8	.....	Svendborg	Capt (à Troense)	Svdb. 5.05			
✠	81	TJERIMAI, Söderström. 96 - 02 (12.04)	I	3/3, L	1.1.	Bq 1P-B	1013 954	Rss	83	Amsterdam J. F. Meursing	F-T-C-PP;ch.ev-frg;sff.91;d.ft-m.12.04;SS.04;rp.07.	57.4 188-4	11.2 36-9	6.44 21-2	.....	Lovisa	N. Tarasoff	Bnb. 9.07			
✠	82	TOBIAS (ex-Emilia), Boye, H. M. (7.89) 66 - 92	13	—	—	Glt	46 39 44	Dan	89	Barth C. Holzerland	C-Ht;ch.frg;(sal);sfb;car.5.00.	7.01 23-0	4.77 15-7	2.18 7-2	.....	Marstal	Capt	Kngb.02			
	83	TOIVE, Mannonen, D. (1.05) — - 02	3-4	3/3, P	1.1	Glt	120 116 110	Rss	02	Wekkelaks J. Kelkka	P;ch.fr;(sal);sfb;car.5.05.	25.15 82-6	7.60 24-11	2.90 9-7	.....	Wiborg	Capt	Wtg 5.05			
	84	TOIVO, Pihlman. (5.05)	9-3	5/6, G	1.1.	Bq 1P-B	375	Rss	74	Welkua	P-S;ch.fr;(sal);sfb;grp.5.99;rp-car.4.05.	39.50 129-7	9.11 29-11	4.63 15-2	.....	Nystad	H. Haukka	Aho 5.05			
✠	85	TÖNNA, Voss. 82 - 05 (11.04)	13-4	3/3, G	1.1.	B-G	164 146 139	Alm	84	Papenburg A. Beekmann	C-Ht.ch.frg;(sal);sfb;grp.SS.04;car.11.04.	28.0 91-10	6.9 22-8	3.20 10-6	.....	Geeste-münde	W. Schuchmann	Wes. 3.07 c.v.3.07			
	86	TOOPIA, Leisberg, J. (7.99)	3	—	—	Glt	70 67	Rss	99	Küddernes P. Auvsborg	P-C;ch.fr;sfb.	21.73 71-3	6.55 21-10	2.41 7-11	.....	Reval	Capt J. Leisberg	Rvl 99			
✠	87	TOURAINE, Le Tallec. (7.07) P. C. 6-85 99 - 06 (7.07)	I	3/3, L	1.1.	Bq 1P-B	1988 1778	Frq	99	Nantes A. Dubigeon	A;2comp;D.17m69;R.A.4m45; R.A.V.11m60;G.12m60;p.A;car.7.07.	80.30 263-6	11.90 39-1	6.86 22-6	56 59	Nantes	Raoul Guillon	Glsg. 7.07			
	88	TOXTETH, ..... (7.91)	I	—	—	3 m 2P-B	2595 2387 2442	Ang	87	Southampton Oswald Mordant & Co	F; 2 comp; 1 p.PP; 1 p. P;car.7.91.	93.0 305-0	12.6 41-4	7.42 24-5	63 1/2 66 1/2	Liverpool	The sailing ship "Toxteth" Co (R. W. Leyland & Co)	Syd. 94			
✠	89	TRANSIT, Jørgensen. (12.97)	9-6	—	—	G4m	547 467 473	Amr	91	Ballard (Wash.) Thos. Peterson	Or-P;ch.m-fr;sfb;p.P;car.10.97.	47.24 150-0	11.27 37-0	3.96 13-0	.....	San-Fran-cisco	R. J. Tyson	S-F. 99 c.v.99			
	90	TRANSPORT-N <sup>o</sup> -1, .... (9.07) Moteur aux.	II	3/3, P	1.1.	1m bsc	61 51	Frq	07	Hambourg Deurer & Kaufmann	A; 4 comp.	24.40 80-1	4.45 14-9	1.65 5-5	.....	St-Malo	Sté des Transports d'Ille & Rance	St-M. 9.07			

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Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION		GREEMENT NOMBRE DE PONTS	TONNAGE Brut Net Sous le pont	PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX DOULAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCHES	FRANC EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DÉPART VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TRIME	COTE													
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
91	TRANSPORT-N°-2,....(9.07) Moteur aux.	I	3/3, P	1.1.	1m bsc	61 51	Frç	07	Hambourg Deurer & Kaufmann	A; 4 comp.	24.40 80-1	4.45 14-9	1.65 5-5	.....	St-Malo	Sté des Trans- ports d'Ille & Rance	St-M. 9.07	
92	TRANSPORT-N°-3,....(9.07) Moteur aux.	II	3/3, P	1.1.	1m bsc	61 51	Frç	07	Hambourg Deurer & Kaufmann	A; 4 comp.	24.40 80-1	4.45 14-9	1.65 5-5	.....	St-Malo	Sté des Trans- ports d'Ille & Rance	St-M. 9.07	
✠ 93	TRAVAILLEUSE, Wallyn. (2.06)	15-6	5/6, G	1.1.	Glt	117 94	Frç	77 O.05	Dunkerque Vanderiele	C-Or.ch.cv-frg.sfb;p.n. 01;SS.91;car.12.06	25.3 83-0	6.1 20-0	3.45 11-4	.....	Dunkerque	G. Beck	Dk. 2.06 c.v. 2.06	
94	TRAVELLER, Truscott. (11.01)	13-5	—	—	G3m 1 P-B	205 166 187	Ang	68 O.01	Peterhead	C-Gr-Or-PP;ch.m-frg; sfb;p.n.96;SS.99;grp- car 11.01.	31.70 104-0	7.32 24-0	3.81 12-6	.....	Peterhead	W. V. Kellow (à Par)	Flm. 8.05 c.v. 8.05	
95	TRE-SYSKON (ex-India), Hallmann. (2.93)	8-5	—	—	Bq 1 F-B	710 677 634	Rss	64 re.88 O.93	Jacobstad J. Lof	P-S.ch.m-fr;sfb;SS.93; rp-car.1.97.	46.6 153-0	10.1 33-2	5.49 18-0	.....	Nystad	Ch. Blom	Ld. 97	
96	TRES-AMIGOS (ex-Nuovo- Manilla), Bennasar. (4.05)	12-4	5/6, A	2.1.	Bq 1 P-B	516 492	Urg	69 O.05	Varazze	C-PP-P;ch.m-frg; d.m.3.05;rp.05.	40.00 131-3	8.45 27-9	6.15 20-2	.....	Monte- video	A. Descallar & Cia	B.c. 4.05	
✠ 97	TRES-ANGELAS (ex-Anne-Jör- giane-II), Cichero. (4.95)	14-4	—	—	B-G 1 P-B	215 202	Arg	75 O.95	Nordby N. Nielsen	C-Ht;ch.m-frg;p.P. rp.SS.95;d.cv.4.95	33.37 109-6	7.43 24-4	3.72 12-2	.....	Buenos- Aires	J. Arriaga	B-A. 97 c.v. 97	
98	TREUE, Berg, M. (3.92)	13	—	—	Glt	42 35	Alm	92 O.99	Fuhlendorf Schröder	C-Ht;ch.frg;sfb; (sal);rp-car.3.99	16.16 53-0	5.15 16-11	2.10 6-11	.....	Stralsund	Capt (a Seedorf-a/R.)	Strs. 02 c.v. 02	
99	TRIENTJE (ex-Titia), Albers. O. U. (11.03) 83 - 88	12-4	5/6, G	1.1.	Kff	81 65 75	Alm	78 O.03	Sappemeer J.&H.Nijhuis	C;ch.fr;sfb;p.n.98; car.SS.11.03.	23.3 76-5	5.5 18-0	2.38 7-10	.....	Baltrum	Capt	Wes. 12.05	
✠ 100	TRIENTJE, Prahm, B. H. (6.90)	13	—	—	Kff fr 4 m	34 28	Alm	90	Ihlowerfehn Redenius	C-Ht;ch.fr;sfb;p.S.	17.40 57-1	4.40 14-5	1.65 5-5	.....	Ost-Rhau- derfehn	Capt	Leer 90	
101	TRIENTJE, Brinckmann, E. F. (3.89)	11	—	—	Tk d.v	20	Alm	89 O.94	Rhauderfehn Harms	C-Ht;ch.fr;sfb;fd. plt;car.8.91.	15.1 49-7	4.0 13-1	1.28 4-2	.....	Westrhau- derfehn	Capt	Wes. 94	
✠ 102	TRIENTJE-SCHUITEMA, Mooi E. J. (3.06)	I	3/3, P	1.1.	Tjk bsc.dr.	82 79 71	P.B	90 V.06	Martenshook Niesters & de Peltde	A-F;2comp;G-E ft.plt R.R. 1m40;p.F.rp. 04;car.3.06.	24.50 80-5	4.90 16-1	2.14 7-1	.....	Groningue	Capt	Gng. 3.06	
✠ 103	TRIESTE (ex-Vertrauen), Chiazza. (7.02) 93-03	15-3	—	—	3 m 2 P-B	1746 1712 1587	Itl	81 O.02	Bath (Me) Goss & Sawyer	C-PP;ch.m-frg;(sal);d. ft-m.7.01.SS.96;rp.01.	66.78 219-1	12.50 41-0	8.06 26-5	.....	Gènes	Luigi Ferraro	N-Y. 04 c.v. 03	
✠ 104	TRINIDAD, Card. (12.01)	12-3	—	—	Bq G 1 P-B	690 1472 600	Ang	91 O.97	Summerville (N-S) H. H. Greeno	Sp-B-Ht-C;ch.m-frg; (sal);d.ft-m.9.01.	48.21 158-2	10.97 36-0	4.91 16-1	==	Windsor (N-S)	H. H. Greeno (a Cheverie N-S.)	N-Y. 03 c.v. 03	
✠ 105	TRINITA (ex-Nanan), Chiesa. (4.06)	12-3	3/3, A	1.1.	Bq 2 P	1508 1472 1241	Itl	82 O.96	St-John(N-B) Stewart & Ritchie	Sp-PP-B;ch.m-frg; (sal);grp.s6;rp.SS.01.1. it-m.4.06.	64.25 210-0	12.20 40-2	7.39 24-3	65 70	Gènes	Erasmus Be- raldo	Gn. 4.06	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE		FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	NUMBER OF DECKS		GROSS	Register				under deck	SHEATHING								REPAIRS
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																					
	DATE OF TERM																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠	106	TRIO, Eriksson (8.06)	9-4	5/6,*	2.1.	Bk 1 P-B	333 208 295	Sds	70	Sundsvall J.A. Nordström	P;ch.m-fr;sfb.SS. 80;rp-car.8.06.	37.4 122-8	8.6 28-3	4.75 15-7	.....	Östhammar	M. Lundqvist	6th. 8.06				
✠	107	TRIO, Nilsson, A. P. (5.91)	12	—	—	Glt	40 35	Sds	91	Södra Garns Warf J. Svensson	P-C;ch.frg;sfb; (sal);car.5.00.	20.40 66-11	5.30 17-5	1.55 5-1	.....	Halmstad	Capt	Got. 01				
✠	108	TRIS-ADELFI (ex-Emilio-M.), Gallano. (12.03)	13-3	—	—	Bq 1 P-B	659 637 579	Gre	74	La Seyne Curet fils	C-PP-T.ch.m-frg;P.n. 03;re.SS.03;d.ft-m.5.03.	50.90 167-0	8.72 28-7	5.64 18-6	.....	Syra	Nicola Calojera	Alx. 1.06				
.	109	TRIS-ADELFI, Manolaki, G. (1.93)	12-6	—	—	B-G	169	Gre	80	Syra	C-P.ch.cv-frg;d.ft. m.1.93;SS.93.	26.30 86-4	7.10 23-4	3.90 12-10	.....	Patras	Capt	Alx. 95				
.	110	TRIS-ADELFI, Nicolettas. (11.00)	12	3/3,G	1.1.	B-G 1 P-B	180	Gre	00	Cassos	PP-C-P;ch.m-frg; (sal);sfb;rp-car.10.06.	30.00 98-5	7.60 24-11	4.10 13-6	.....	Céphalonie	P. Camiglieri & N. Franchi	Snn. 10.06				
.	111	TRIS-ADELFI, Livanos, M. (11.06)	12-2	3/3,M	1.1.	Bq 1 P-B	141	Tre	82	Samos	C-P;ch.cv-frg;sfb; car.11.06;grp.06.	26.00 85-4	7.25 23-10	4.25 13-11	.....	Chios	Capt	Const. 11.06				
.	112	TRIS-ADELFI, Skinitis. (4.04)	13-4	3/3,G	1.1.	Glo	116	Gre	94	Pirée	C-P;ch.m-frg;d.ft. m.4.04.	28.30 92-10	7.10 23-4	3.30 10-10	.....	Le Pirée	Sp. Caltsos	Pir. 04				
✠	113	TRITON, Nielsen. 94-97 (5.97)	16	3/3,G	1.1.	G3m	167 144 158	Dan	97	Troense Z. F. Jacobsen	C-Ht;ch.m-frg; (sal);sfb;car.5.01.	30.23 99-3	7.41 24-4	3.33 10-11	.....	Svendborg	F.W.Valentin (à Troense)	Svds. 2.06				
✠	114	TRITON, Foccas. (3.91)	12	—	—	Bk 1 P-B	333	Gre	91	Syra M. Coufoudakis	C-Mlz-P;ch.m-frg; p.P;d.m.5.92;rp.98	37.8 124-1	7.9 26-0	5.18 17-0	.....	Céphalonie	F.G.Svoronos	Mlt. 98 c.v.98				
✠	115	TROJAN, Cacace. (4.07)	11-3	5/6,A	1.1.	3 m 2 P	1659 1624 1515	Itl	84	Summerville G. Armstrong	Sp-B-Ht.ch.m-fr.(sal); SS.95;d.ft-m.10.01;rp.96	68.0 223-0	13.1 43-0	7.25 23-9	==	Gènes	L. Mortola fu A. Antonio	Mob. 4.07 c.v. 4.07				
✠	116	TROMP, Hemmes. (5.99)	1	—	—	3 m 2 P	1578 1670	Alm	91	Kinderdijk L. Smit & Co	A; 3 comp; 1 p.PP; 1 p. P;car.9.01.	73.15 240-0	12.16 39-11	7.60 24-11	.....	Emden	A. Hemmes	N-C. 01				
.	117	TRURO, Andersson. (8.04)	11-4	5/6,A	1.1.	Bq 1 P-B	941 882	Sds	73	Princeport (N-S) J. Sanderson	C-Sp-B.ch.m-frg.(sal); SS.00;d.ft-m.7.03;rp.64	51.92 170-4	10.75 35 3	6.37 20-9	.....	Malmö	R. W. Palm	Mlm.04				
.	118	TSARINE (ex-Leontine), Busnel. (1.06)	9-3	5/6,P	1.1.	Glt	61 40	Frg	80	Fortune (T. N.)	Sp-Ht-Mr.ch.m.fr. (sal);sfb;re.SS.98;rp.92; car.1.06.	21.00 68-11	6.14 20-2	2.48 8-1	.....	St-Pierre- Miquelon	La Morue Française	St-P. 1.06				
.	119	TULA, Fernandez. (2.02)	11-4	—	—	Bq 1 P-B	442 425	Esp	82	Ferrol	C-Or-PP-ML.ch.m. rp.SS.02;d.ft-m.2.02.	38.8 127-4	8.6 28-3	5.15 16-11	.....	Cartha- gène	Roman R. Araugo	Card. 2.06				
.	120	TULLOCHGORUM, Dinney. (1.00)	12-3	—	—	G3m	184 139	Ang	73	Peterhead Stevens	C-T-Or-PP.ch.m.frg. sfb.(sal);grp-car.SS. 1.00.	32.80 107 8	7.14 23-5	3.53 11-7	.....	Fowey	W. Kellow (à Pentewan)	Flm.02 c.v.02				

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Surveillance spéciale	NAVIRES & CAPITAINES			CLASSIFICATION		GRÉMENT NOMBRE DE PONTS	TONNAGE		PAVILON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANG BORD EAU SALE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE		Brut — Net — Sous e pont	DOUBLAGE												
	DATES DU BREVET DU CAPITAIN ET DE SON COMMANDEMENT ACTUEL																			
	DATE DU TERME																			
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	121	TULPEHOCKEN, <i>Blodgett</i> . Barge. (12.05)	15	3/3, G	1.1.	2 m 1 P-B	721 628	Amr	05	Noank (Con.) <i>R. Palmer &amp; Sons</i>	C-PP; ch. frg; (sal); sfb.	53.95 177-0	10.66 35-0	4.32 14-2	.....	Philadel- phia	Philadelphi & Reading Transp. Co	N.Y. 12.05		
✠	122	TURBULENTE, <i>Lanlo</i> . 03-07 (8.00)	15	3/3, G	1.1.	Glt	101 78	Frç	00 O.07	Kerity <i>Bonne</i>	C-Or; ch. frg; sfb.	25.28 83-0	6.63 21-9	2.98 9-9	.....	St-Brieuc	Thomas (Le Légué)	8x 9.07 c.v. 9.07		
✠	123	TURENNE (ex-Myrtle), ..... (10.94)	12-7	—	—	3m G	890 801	Frç	83 O.94	Black-River (N-B) <i>J. &amp; R. M'Leod</i>	Sp-B-PP-C; ch. m. frg; (sal); p. Sp; SS. 94; d. ft. m. 12.93; rp. 95.	40.60 133-3	9.21 30-3	3.99 13-1	.....	Fécamp	H. Archer & fils	Hv. 98		
✠	124	TURGOT, <i>Cézar</i> . P.C. 6-85 94-02 (6.07)	I	3/3, L	1.1.	Bq 2P-II	2610 1938 2605	Frç	02 V.07	Nantes <i>Chantiers de la Loire</i>	A; 2 comp; R. 7m; car. 6.06.	84.37 276-9	12.29 40-4	6.87 22-7	31 1/2 34 1/2	Nantes	C <sup>ie</sup> Maritime Française	Nwc. 6.07		
.	125	TUSPAN, <i>Nilsson</i> . (12.99)	11-4	—	—	Bk 1 P-B	269 236 254	Sds	48 O.99	Brake	C-P; ch. m. fr; p. n. 82; sfb; grp. 90; rp-car. 8.01.	—	—	—	.....	Gothem- bourg	J. L. Kjellberg	Got. 01		
✠	126	TÜTTERINA, <i>Eckhoff</i> . (2.03) 70-05	13-6	3/3, G	1.1.	Glt	135 117 117	Alm	89 O.03	Leer <i>Middendorf</i>	C-Ht. ch. m. fr; sfb; car. 2.03.	26.30 86-4	6.50 21-4	2.97 9-9	.....	Geeste- münde	W. Schuch- mann	Wis. 6.07 c.v. 6.07		
✠	127	TWEE-BROEDERS, <i>Rasker</i> . (3.02) (3/3, P. 1.1.)	13-12	...	...	Tkdv. 2m bec.	62 38 54	P-B	02	Fokshol <i>J. Patje</i>	C-Ht-Sich. fr; (sal); sfb; fd. plt.	21.60 70-8	5.02 16-6	1.92 6-4	.....	Groningen	D. F. Rasker	Am. 02		
✠	128	TYRÄ, <i>Tonsson</i> . (6.04) 92-04	13	3/3, G	1.1.	Glt	116 99	Sds	04	Halmstad <i>V. Fransson</i>	P-C-Ht; ch. frg; (sal); sfb; rp-car. 2.07.	28.40 93-2	7.55 24-9	3.19 10-6	.....	Halmstad	A. Svenssen	Got. 2.07		
.	129	TYINE (ex-Augusta), <i>Nylan- der</i> . (5.05)	11-2	—	—	G3m	196	Rss	64 O.05	Karlshamn	PP-C; ch. m. fr; sfb; sff. pr. 00; grp. SS. 00; car. 5.05.	33.18 107-10	6.78 22-3	3.58 11-9	.....	Nystad	Holmberg	Abo 5.05		

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER														
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✦	1	UFFO, <i>Grube, D. F.</i> (3.05) — - 71	16-2	—	—	Gls	$\frac{81}{71}$ 78	Dan	71 O.99	Assens <i>C. Sørensen</i>	C-Ht.ch.frg;sfb;(sal);p. P.93;car.3.05;rp.SS.93.	20.4 67-0	6.2 20-4	3.15 10-4	.....	Marstal	H. C. Grube	Svdb. 3.05	
.	2	UGANDA, <i>Mutton.</i> (8.03) — - 03 (5/6, G.1.1.)	12-6	...	..	Glt	$\frac{137}{111}$	Ang	64 O.03	Bideford <i>John Johnson</i>	C-Gr-T-PP;ch.m- fr;sfb;grp-car.SS.8.03.	28.17 92-5	6.43 21-1	3.48 11-5	==	Penzance	John Mutton (à Truro)	Fhm.03	
.	3	UKO, <i>Leisberg.</i> (12.03) 00-02 (3/3, G.1.1.)	8	...	..	Glt	$\frac{147}{124}$	Rss	02	Küddemes <i>J. Laur</i>	P-C;ch.fr;(sal);sfb	27.89 91-6	7.85 25-9	3.14 10-4	.....	Arensburg	Th. Wannas- selja & Co	Rvl. 03	
✦	4	UKU, <i>Besbail.</i> (7.99) 95-01 (3/3, A.1.1.)	12	...	..	G3m	$\frac{433}{411}$ 396	Rss	99	Kabli <i>H. Sepp</i>	P-C;ch.frg;(sal); d.ft-z.10.02.	42.82 140 6	8.9 29-2	4.22 13-10	.....	Pernau	M. Klein	Card. 7.05	
✦	5	ULJAS, <i>Strand.</i> (9.05) 05-05	8-3	2/3, G	1.1.	G3m	348	Rss	91 O.05	Raumo <i>K. Linden</i>	P-S.ch.frg;(sal);p. P;souff.ft-B.8.01;rp-car 8.01.	40.24 132-0	8.23 27-0	3.79 12-5	.....	Raumo	J. Nurminen	Bjb. 9.05 c.v.9.05	
.	6	UNIAO (ex-Rhea), <i>Cachim.</i> (5.07)	13-3	5/6, A	1.1.	Bq 1 P-B	$\frac{943}{891}$	Ptg	76 O.07	Dorchester (N-B)	Sp-B-PP.ch.m-frg; (sal);rp.SS.01;d.ft-u. 5.07;rp.07.	57.75 189-6	10.25 33-8	6.60 21-8	.....	Oporto	J. Nogueira Pinto	Lisb. 5.07	
✦	7	UNION (ex-Semiramis), <i>Meentzen.</i> (12.05) 70-00	14-3	5/6, G	1.1.	3 m 2 P	$\frac{1148}{1053}$ 1051	Alm	66 O.05	Portsmouth (N-S) <i>Tobcy &amp; Littlefield</i>	C-Hk-PP.ch.m-fr.(sal); sfb;p.S.84;car.5.03; SS.05;rp.06.	55.57 182-4	11.1 36 6	7.16 23-6	.....	Bremen	Deutsche Dampf- fischeri Ges. Nordsee	Wes. 10.06 c.v.4.05	
.	8	UNION, <i>Cock.</i> (9.06)	14-4	5/6, G	2.1.	B-G 1 P-B	$\frac{193}{149}$	Ang	65 O.06	Jersey	C-PP.ch.m-fr;sfb; car.9.06;rp.07.	33.95 111-5	7.01 23-0	3.96 13-0	$\frac{28 \frac{1}{2}}{31 \frac{1}{2}}$	Jersey	Mrs E. J. Cock (Plymouth)	Plm. 1.07 c.v.1.07	
✦	9	UNION, <i>Nielsen.</i> (4.06)	16-2	5/6, G	1.1.	Glt	$\frac{152}{132}$ 141	Dan	76 O.03	Svendborg P. <i>Troensegaard</i>	C-Ht.ch.m-frg;sfb; SS.97;car.4.06;rp.03.	28.3 93-0	6.6 21-8	3.23 10-7	.....	Svendborg	J. L. Rasmus- sen (à Thurø)	Svdb. 4.06	
✦	10	UNION (ex-Thrine), <i>Morten- sen.</i> (1.04) 91-00	16-6	5/6, G	1.1.	3mG	$\frac{152}{127}$ 142	Dan	75 O.04	Nakskov <i>Ridersborg &amp; Trochman</i>	C-Ht.ch.frg; sfb: (sal); p.P.00;grp-car.SS. 11.00.	30.10 98-9	6.60 21-8	3.39 11-2	.....	Marstal	R.R. Levinson	Svdb. 3.06 c.v.04	
✦	11	UNION, <i>Le Gloahec.</i> (3.02)	14-3	—	—	Bk	$\frac{152}{130}$	Frç	66 O.02	Nantes <i>Boju &amp; Claircau</i>	C.ch.frg.p.n.SS;sfb; SS.98;rp-car.3.02	24.5 80-5	6.5 21-4	3.64 12-11	.....	Auray	Capt (à Tri- nitè s/Mer)	Aur. 02	
✦	12	UNION, <i>Marquer.</i> (2.96)	15	3/3, G	1.1.	Glt	$\frac{82}{54}$	Frç	96 O.03	La Richardais <i>L. Tranchemer</i>	C-Or.ch.m-frg;p.S. 06;d.m.2.96.	25.32 83-1	6.10 20-0	2.73 9-0	.....	St-Pierre- Miquelon	M. Guibert & fils (à St-Servan)	St-M. 1.06 c.v.1.06	
.	13	UNION, <i>Cadiou.</i> (4.07)	9-3	3/3, P	1.1.	Glt	$\frac{68}{50}$	Frç	$\frac{91}{re.02}$ O.07	Lunenburg (N-S)	Sp-P-Ht-Mr;ch.m-fr; (sal);re.SS.02;car.1.07; rp.07.	24.29 79 8	6.93 22-9	2.63 8-8	.....	St-Pierre- Miquelon	J.B. Légasse	St-P. 4.07	
✦	14	UNION, <i>Bichon.</i> (9.95)	16-4	—	—	Lg	$\frac{55}{34}$	Frç	67 O.95	Paimbœuf <i>Baudet &amp; Co</i>	C-Or.ch.frg;sfb;p. S;car.SS.9.95;rp.97	16.80 55-0	5.80 19-0	2.38 7-10	.....	Pornic	V. Bichon	Brst 97 c.v.97	
✦	15	UNION-LA-DIQUE (ex-Elida), <i>Junghaus.</i> (6.07)	1	3/3, A	1.1.	G3m	$\frac{240}{213}$ 211	Ang	02 V.07	Dösabacka <i>C.A. Lundahl</i>	A:2 comp;rp-car. 6.07.	33.54 110-1	7.92 26-0	3.56 11-8	$\frac{20}{23}$	Port-Louis	Aga Abdoul Rassoul	Mauri. 6.07	

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USK

Surveillance spée.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE — Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOULAGE — REPARATIONS	LONGUEUR — — EN METRES EN PIEDS ET POUCES	LARGEUR — — EN METRES EN PIEDS ET POUCES	CREUX DE CALE — — EN METRES EN PIEDS ET POUCES	FRANC EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIERE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIERE			DIVISION & THÈME	COTE	GEMMENT NOMBRE DE FONTS												
	DATES DU BREVET DU CAPITAINÉ ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
✠	16	UNIONE, Ellul. (6.99)	15-4	—	—	Bq 1 P-B	461 415 418	Ang	70 0.99	Alimuri M. Mauro	C-P.ch.m-frg;d.ft- m.10.00;SS.93;rp.01.	39.5 129-7	8.4 27-7	5.70 18-8	.....	Malte	Michele Apap	Cnst.01
.	17	UNITY, Howell. (12.01) — 92	10-6	3/3, P	1.1. A.&C.P.	Kt	144 120 139	Ang	92 0.02	Bye G.&T.Smith	C-Or-PP-P;ch.frg; sfb;car.7.00;rp.SS.02.	30.17 99-0	7.14 23-5	2.59 8-6	15 1/2	Rye	T. Smith	Ld. 7.07 c.v.02
✠	18	UNIVERS, Donat. (8.07) 03-05	13-6	3/3, G	1.1. C.P.	Glt	162 77	Frç	93 0.07	Paimpol Pilvin	C-Or PP;ch.frg;sfb; (sal);rp-car.SS.9.07.	24.98 81-11	7.04 23-2	3.18 10-5	.....	Lannion	Mialaret & Donat (à Trebarden)	B-l. 9.07
.	19	UPPESGRIW, Salming. (11.06) 72-04	8-2	3/3 G	1.1.	Glt	230 219	Rss	93 0.06	Uppesgriw U. Jacobson	P-C;ch.fr;sfb;p.P. (sal);rp.00;car.5.04	30.78 101-0	7.80 25-7	3.78 12-5	.....	Riga	H. Salming	Hsf. 11.06
✠	20	URANIA, Nielsen. (12.06) 01-04	16-4	5/6, G	1.1.	Glt	148 120 124	Dan	75 0.07	Troense R. W. Möller	C-Ht.ch.m-frg;sfb;(sal) p.P.97,SS.00;rp-car. 4.07.	29 1 95-6	6 4 21-0	3.14 10-4	.....	Svendborg	F.W.Valentin (à Troense)	Svob. 4.07
✠	21	URANIA (ex-Lauretta), Jacoumis, J. (12.05)	13-3	3/3, A	1.1.	Bq 1 P-B	684 550	Gre	78 0.05	Gaëte Gallinaro frères	C;ch.m-fr;grp.SS. 05;d.ft-m.12.05.	45.70 149-11	9.30 30-6	6.50 21-4	.....	Skiathos	Capt	Cnst 12 05
.	22	URANIE (ex-Lawrence-A.- Munroe), Coco. (2.06)	13-3	3/3, G	1.1.	Glt	117 77	Frç	91 0.06	Essex (Mass)	C-PP;ch.m-frg; (sal);sfb;car.6.05;rp.07.	27 27 89-6	7.28 23-11	3.28 10-9	.....	St-Pierre- Miquelon	A. Grezet	St-P. 5.07 c.v.5.07
✠	23	URANUS, Kruse, P. (6.06)	14-6	3/3, P	1.1.	Ev. dv.	61 5	Alm	85 0.06	Stade Roberts	C.sfb;1/2V;fd.plt; (sal);SS.08;car.SS.7.06.	19.3 63-4	5.4 17-8	2.00 6-7	.....	Haseldorf	Capt	Hbg 7.06
✠	24	URANUS, Grass. (7.03) 01-06	11-3	3/3, A	1.1.	B-G 3 m	324 315	Rss	92 0.03	Orrenhof A. Sepp	P.ch.fr;(sal);SS.03; d.ft-z.10.03;rp.04.	39.22 128-8	9.02 29-7	4.25 13 11	.....	Riga	I. Markson & M. & R. Grand	Card. 12.06 c.v.12.06
.	25	URBANA, Vaquer, M. (2.06)	12-4	5 6, A	2.1. *	B-G 1 P-B	153 155	Esp	53 0.06	Barcelone	C-Ml;ch.m;d.m. 1.06;SS.94;rp.06.	26.60 87-4	6.90 22 8	3.88 12-9	.....	Palma (Iles Baléares)	Capt	Brc. 2.06
✠	26	URDA, Pilegaard. (3.07) 97-07	13-2	3/3, G	1.1.	Glt	142 127 134	Dan	83 0.05	Troense R. V. Möller	C-Ht.ch.frg.sfb;(sal); rp.SS.98;grp-car.7.03.	29 6 97-2	6 5 21-4	3.17 10-4	.....	Svendborg	F.W.Valentin (à Troense)	Svob. 3.07 c.v.3.07
✠	27	USKO (ex-Monarch), Linden. (8.07)	13-3	5/6, L	1.1. A.&C.P.	Bq 1 P-B	861 510 756	Rss	80 0.04	Gefle O. A. Brodin	S-C-PP;ch.m-frg;sal; SS.01;d.ft-m.7.04;rp.04	45.21 148 4	9.50 31-2	6.38 20-11	.....	Wiborg	E. Manner	o Abo 6.07
✠	28	USKO, Yrjälä. (8.95)	10-6	—	—	G3m	234	Rss	90 0.95	Sideby E. Urenberg	P-S;ch.fr;p.P.SS. 95;sff.d.ft-m.8.95.	33.8 111 0	8.8 29-0	3.50 11-5	.....	Raumo	B. Ekroth	Ld. 00

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER	SHEATHING — REPAIRS														
	2	3				13						14	15							
+	1	VAGUE, Calvez. (9.99) 03-05 (3/3, G. 1.1.)	16	...	..	Glt	167 127	Frç	99	Paimpol	C-Or; ch.m-frg; (sal); sfb; car. 11.05	31.46 103-3	7.36 24-1	3.69 12-1	.....	Paimpol	Le Gonidec	Pmp. 1.00		
+	2	VALBORG, Rasmussen. (7.02)	16	3/3, G	1.1.	G3m	207 179 197	Dan	02	Thurø N. P. Petersen	C-Ht; ch.frg; (sal); sfb; rp-car. 3.04.	33.96 111-6	8.07 26-6	3.58 11-9	.....	Svendborg	C.V. Petersen	Svdb. 2.07		
+	3	VALBORG, Johanssen, H.C. 81-97 (3.06)	16-4	5/6, G	1.1.	B-G	134 114 125	Dan	77	Vejle Gylding & Lindtner	C-Ht-PP.ch.frg;sfb; (sal); SS.3.00; rp-car. 10.00.	27.6 90-7	6.3 20-8	3.14 10-4	.....	Marstal	Capt	Riga 10.06		
+	4	VALDEMAR, Andreassen. —-95 (7.95)	16	3/3, G	1.1.	G3m	156 133 147	Dan	95	Thurø J.Ph Jørgensen	C-Ht; ch.m-frg;sfb; (sal); rp-car. 5.03.	29.10 95-5	7.16 23-5	3.48 11-4	.....	Svendborg	J. Ph. Jørgensen (à Thurø)	Svdb. 3.07		
+	5	VALDEMAR-SEIR, Sørensen. (3.05)	16-3	3/3, G	1.1.	Glt	140 124 135	Sds	83	Faaborg R. Möller	C-Ht-PP.ch.frg;sfb; (sal); p.P; rp-car. SS.3.05	27.4 89-10	6.7 22-0	3.20 10-6	.....	Råå.	S. Jönsson.	Hlsb. 8.07		
+	6	VALENTINE, Ohier. (3.01)	I	—	—	4 m Bq 2 P	3081 2433 26-6	Frç	01	Rouen Chantiers de la Normandie	A; 2 comp; D. 25m; R. 8m25; G. 30m.	97.86 321-1	13.76 45-2	7.39 24 3	.....	Dunkerque	A. D. Bordes & fils	Rn 01		
+	7	VALENTINE, Wadoux. (2.97)	16	3/3, G	1.1	Glt	133 105	Frç	97	Dunkerque A. Sauvage	C-Or; ch.frg;sfb; (sal).	28.92 94-11	6.84 22-5	3.58 11-9	.....	Dunkerque	V <sup>ve</sup> A. Bellais	Ok. 2.07 c.v. 2.07		
+	8	VALENTINE, Paranthoen, J. (9.01)	13	3/3, G	1.1.	Glt	106 78	Frç	01	Ploubazlanec Y. Pélvin	C-Or-Ht; ch.frg.sfb.	26.45 86-10	6.90 22-8	2.94 9 8	.....	Tréguier	Capt (Pleubian)	St-M. 11.05		
+	9	VALENTINE (ex-River-Clyde, Olson. (11.05)	I	3/3, L	1.1.	Bq 1 P-B	765 703 682	Nrw	64	Port-Glasgow L. Hill & Co	F; 2 comp; D. 11m88; G. 9m75; p.P; rp-car. 11.05.	55.90 183-5	9.49 31-2	5.79 19-0	41 1/2 45 1/2	Mandal	J. Arndt Leschbrandt	Chrt. 11.05		
+	10	VALÉRIE, Raboleau. (5.95)	14-3	—	—	Dy	33	Frç	77	Nantes Alleau & Aubert	C; ch.frg;sfb;p.S; rp-car. SS.5.95.	15.70 51-7	4.90 16-1	1.99 6 7	.....	Nantes	Joyau frères	Aur. 95		
+	11	VALESKA (ex-José-Ginebra), Nilsson. (5.92)	13-7	—	—	Bk 1 P-B	358 304	Sds	78	Brake F. F. Nicolai	C-Ht-BB.ch.m-frg;(sal); p.S; SS.92;d.ft-m. 4.96; rp.98.	36.80 20-9	8.64 28-4	4.10 13-4	.....	Häfverö	J.E. Mattsson	Hlsb 98		
+	12	VALKYR (ex-Valkyrien), Hansson. (7.01)(3/3, L. 1.1.)	13	...	...	G3m	336 308	Sds	01	Figeholm Rockström	P-PP-C; ch.m-frg; (sal); d.ft-m. 2.02.	39.58 12-10	8.19 26-10	3.65 12-0	.....	Figeholm	J.A. Svensson	Got. 02		
+	13	VALKYRIAN, Ahlgren. (9.05)	I	3/3, A	1.1.	G3m	233 201 210	Sds	01	Dösebacka C. A. Lundahl	A; 2 comp; p. A; car. 9.05.	33.54 110-1	7.92 26-0	3.05 10-0	.....	Göteborg	J.L. Kjellberg	Got. 9.05		
+	14	VALKYRIAN, Andersson. (9.03)	12	3/3, G	1.1.	Glt	114 97	Sds	03	Sjötorp S. Groth	P-C; ch.frg;(sal); sfb; rp-car. 7.04.	24.50 80 5	6.40 21 0	2.70 8 10	.....	Höganäs	H. P. Jonsson	Wes. 04		
+	15	VALKYRIEN, Weber. (6.02) 06-06	16	3/3, G	1.1.	G3m	240 210 230	Dan	02	Svendborg A. Jensen	C-Ht; ch.frg;(sal); sfb; rp-car. 6.07.	35.25 115-8	8.63 28-4	3.67 12-0	.....	Marstal	H.M. Petersen	Svdb. 6.07		

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

VEN

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALEÉ H.A.N. en onces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE		
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	DOUILLAGE — RÉPARATIONS														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																						
	DATE DU TERME																						
2	3			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
✠	16	VALKYRIEN, Hansen.	(3.01) 90-01	16	3/3, G	1.1.	3mG	221 194 211		Dan	01	Svendborg A. Jensen	C.Ht;ch.frg;(sal); sfb;car.4.05.	33.80 110-11	8.44 27-8	3.58 11-9	.....	Svendborg	J. Nielsen (Troense)	Sveb 9.06			
✠	17	VALOISE, Lagadec.	(6.04) 89-94	13-4	5/6, G	1.1.	Glt	115 95		Frç	76 O.01	St-Vaast Ed. Leveque	C-Or.ch.frg;sfb; SS.95;car.6.04;rp.04.	24.8 81-5	6.0 19-8	3.08 10-1	.....	St-Vaast	Capt (à Arzon)	Brst 6.06			
✠	18	VANDUARA, Pasquale.	(8.04) 03-07	12-3	5/6, A	1.1.	Bq 1 P-B	1378 1281		Itl	82 O.04	Groes-Coques (N-S) G.H. Lovitt	Sp-B-Ht-C.ch.m-fr; (sal);p.Sp;rp.SS.04;d. ft-m.8.04.	61.31 201-2	11.68 38-4	7.32 24-0	==	Gênes	F. Schiaffino fu Prospero	Gn. 5.07			
✠	19	VANLOO, Bertolotto.	(9.05)	12-4	3/3, A	1.1.	Bq 1 P-B	1563 1533 1899		Itl	84 O.05	Yarmouth (K-S) G. H. Lovitt	Sp-B-Ht-C.ch.m.fr; (sal);p.Sp;d.ft-m.9.05; rp.SS.05.	65.84 216-0	12.4 40-7	7.25 23-10	65 70 1/2	Gênes	Fil.Schiaffino fu P.	Gn. 9.05			
.	20	VEEHANDEL-III, Dekker, T.	(5.97)	II	—	—	(Jgt 2m bse. dv.)	58 51 50		P-B	94 V.97	Veendam W.A. F. Van der Wijk	F; 3 comp; G-E; fd.plt.	22.18 72-9	4.74 15-7	1.78 5-10	.....	Wilder- vank	Capt	Am. 97			
✠	21	VEGA, Hansen.	(4.07)	16-4	5/6, G	1.1	B-G	195 179 190		Dan	80 O.02	Marstal H. J. Bager	C-Ht.ch.frg;sfb;(sal); p.n.02;grp.SS.02;rp. car.4.07.	31.0 101-9	7.1 23-4	3.64 11-11	.....	Marstal	R. Rasmussen	Sveb. 4.07			
✠	22	VEGA, Rasmussen.	(3.07) 79-94	16-6	3/3, G	1.1.	G3m	164 146 156		Dan	91 O.07	Svendborg J. R. Andersen	C-Ht;ch.frg;sfb; (sal);p.P.07;rp-car.SS. 4.07.	30.20 99-1	6.90 22-8	3.16 10-4	.....	Svendborg	R. Holm Ras- mussen	Sit. 5.07			
✠	23	VEGA, Winckler.	(6.01)	16	3/3, P	1.1.	Glt	61 49 57		Dan	01	Odense N. F. Hansen	C-Ht;ch.frg;(sal); sfb.	21.00 68-11	6.25 20-6	2.26 7-5	.....	Nyborg	C. Schröder	Gph 5.06 e.v. 5.06			
✠	24	VEGA (ex-Wilhelm), Oneto.	(9.02)	13-3	—	—	3 m 2 P	1342 1313 1225		Itl	70 O.02	Bath (Me) V. Moses & Son	C-PP;ch.m.frg;(sal); rp.02;d.it-m.9.02;SS. 97.	59.40 195-0	11.60 38-0	7.32 24-0	.....	Gênes	M. L. Bertolotto (Camogli)	Gn. 02			
.	25	VEGA, Lundberg.	(9.02)	3-4	—	—	Bq 1 P-B	553		Rss	92 O.02	Hammarland	P-S;ch.frg;sfb;car. SS.9.02.	44.20 145-0	9.44 31-0	5.50 18-0	.....	Mariehamn	A. Henrikson	Åbo 04			
✠	26	VEGA, Vene.	(9.07)	12-3	5/6, A	1.1.	Bq 1 P-B	400		Rss	80 O.07	Raumo E. Urnberg	P-C.ch.m.frg;(sal);d.ft. m.6.01;SS.10.02;rp.07.	45.2 148-4	8.6 28-3	4.76 15-8	.....	Raumo	J. Nurminen	Gnd. 9.07 e.v. 8.07			
.	27	VELLEDA, Hérel.	(2.07)	14-2	5/6, G	1.1.	G3m 1 P-B	252 203		Frç	69 O.01	Leith	G-P;ch.ev.frg;sfb;SS.97. p.n.07;rp.01;car.2.04.	35.6 117-0	7.4 24-3	4.17 13-8	.....	Granville	A. Jacquet	Grv 2.07 e.v. 2.07			
.	28	VENCEDOR, Cuamiana.	(12.03)	12-2	—	—	Bq	140 128		Esp	59 O.99	Bilbao	G-P;ch.m.frg;grp.98; rp.SS.99;d.m.10.99.	26.95 88-5	6.85 22-6	3.60 11-10	.....	St-Sebas- tien	Vda M. Pineiro	Brç. 04			
.	29	VENCEDOR (ex-Minho), Peixinho.	(9.03)	12-4	—	—	G3m	204 217		Portg	71 O.03	Carlshamn	C-S;ch.m-fr;(sal);SS.98. p.n.03;d.it-m.9.03. rp.05.	36.80 120-9	8.00 26-3	3.90 12-10	.....	Lisbonne	José J. Gou- vea & Co	Lisb. 11.05			
✠	30	VENDÉE, Beridon.	(12.04) P.C. 6-85 (9.06)	I	3/3, L	1.1.	Bq 1 P-B	1963 1765		Frç	00 V.04	Nantes A. Dubigeon	A;2 comp;D.17m69;R. R.4m45;R.A.11m60; G.12m60;rp.04;car.9.06.	80.30 263-6	11.90 39-1	6.86 22-6	56 59	Nantes	Raoul Guillon	Card. 9.06			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN METERS IN FEET AND INCHES	BEAM IN METERS IN FEET AND INCHES	DEPTH OF HULL IN METERS IN FEET AND INCHES	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER															DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND	
	DATE OF TERM																				
	1	2	3																	4	5
•	31	VENERE (ex-Mafalda . Vianello. (5.07) — - 02	14-3	3/3, A	1.1.	Gl 1 P-B	290 249	Itl	93 O.07	Lussinpiccolo M.U. Martinovich	C-P-S-Ht; ch.frg; p. S; d.ft-m. 4.07; rp.07	35.46 116-4	8.03 26-4	4.19 13-0	.....	Venise	Virgilio Via- nello & Co	Vas. 5.07			
✦	32	VENI, Karlsson. (3.97)	7-3	—	—	3mG	312	Rss	84 O.97	Kimito G.A. Kronstrom	P-S.ch.frg; (sal); sfb; p.P; ear. SS.3.97.	38.1 125-0	8.5 28-0	4.11 13-5	.....	Kimito	G. A. Kron- ström	Åbo 98			
•	33	VENTURITA (ex-Bentovita), Lloret. (4.89)	12-4	—	—	Gl Ple	161 153	Esp	55 O.89	Blanes	C-Ml; ch.cv; d.m. 3.89; rp.89.	26.2 86-0	7.3 23-8	3.46 11-4	.....	Barcelone	M. Comba & Co	Brc. 89			
✦	34	VENUS, Jensen. (4.92) — - 92	16	3/3, G	1.1.	G3m	192 173 184	Dan	92 O.98	Thurø J. Ph. Jørgensen	C-Ht; ch.m.frg; sfb; (sal); rp-car. 2.06.	32.30 106-0	7.30 24-0	3.52 11-7	.....	Svendborg	H. A. Hansen (à Thurø)	Svdb. 3.06			
✦	35	VENUS (ex-Ingeborg), Madsen. (12.05) 98 - 03	14-3	5/6, G	1.1.	B-G	139 118 185	Dan	67 O.02	Faaborg R. Dyreborg	C-Ht PP; ch.frg; (sal); sfb; p.P. 90; grp. SS. 98; rp-car. 8.06.	28.40 93-2	6.90 22-8	3.37 11-1	.....	Aerøskjö- bing	J. C. Svane	Svdb. 8.06			
✦	36	VENUS, Friis, A. C. (4.92)	16	3/3, G	1.1.	Gl	103 91 96	Dan	92 O.99	Faaborg R. Möller	C-Ht; ch.frg; sfb; (sal); car. 4.04.	24.90 81-9	6.10 20-0	2.89 9-7	.....	Marstal	Capt	Svdb. 4.07 c.v. 4.07			
✦	37	VENUS, Andersen, M. H. (3.98) (3/3, P. 1.1.)	16	...	...	Gl	49 39 47	Dan	93	Svendborg A. Jensen	C-Ht; ch.frg; sfb; (sal).	20.59 67-7	5.65 18-6	2.04 6-8	.....	Rudkjö- bing	Capt	Svdb 01			
✦	38	VENUS, Svane, A. P. (8.97)	16	3/3, P	1.1.	Gls	43 36 41	Dan	97 O.05	Svendborg J. R. Andersen	C-Ht; ch.frg; sfb; (sal); p.P; ear. 6.05; rp.05.	18.55 60-11	5.34 17-7	2.13 7-0	.....	Dragoer	Capt	King. 10.05			
•	39	VENUS, Kalnin, R. (8.98)	8-4	—	—	3mG	178 168	Rss	98	Oesel	P; ch.fr.sfb; rp.98.	29.71 97-6	7.93 26-0	3.20 10-6	.....	Libau	Capt	Ptb. 98			
•	40	VENUS, Spermann. (10.01) 00 - 01	6	—	—	Gl	76 71	Rss	01	Paulshafen	P-C.ch.frg; sfb; ear. 4.05.	18.90 62-0	5.94 19-6	2.60 8-6	.....	Paulshafen	E. Danzig & Co	Lib. 4.05			
•	41	VENUS (ex-Gioja), Lundh. (6.03)	11-3	5/6, G	1.1.	B 1 P-B	264 327	Sds	78 O.03	Grimstad	P-C-PP; ch.m.frg; sfb; ear. 10.02; rp.03.	37.03 121-6	8.57 28-1	4.70 15-5	.....	Göteborg	J. L. Kjell- berg	Est. 3.07			
•	42	VENUS, Gustafsson. (4.07)	10-4	3/3, P	1.1.	Gls	30 48	Sds	03 O.07	Eckernförde	C-Ht; ch.frg; (sal); sfb; grp-car. SS. 4.07.	20.60 67-7	5.92 19-5	2.38 7 10	.....	Wasserd- Oroust	A. Abra- hamson	Est. 4.07			
✦	43	VERA, Jensen. (7.01) 79 - 01	16	3/3, G	1.1.	G3m	225 200 215	Dan	01	Thurø J. Ph. Jørgensen	C-Ht; ch.frg; (sal); sfb.	34.22 112-4	8.10 26-7	3.61 11-10	.....	Svendborg	J. Ph. Jørgen- sen (Thurø)	Svdb 3.57 c.v. 3.07			
✦	44	VERA, Mygind. 04 - 05	12	3/3, G	1.1.	G3m	170 153	Dan	00 O.06	Figeholm K. J. Rockström	C-P; ch.frg; (sal); sfb; rp-car. 3.06.	31.20 102-4	7.27 23-10	2.87 9-5	.....	Marstal	Agent Peter- sen	Glsg. 3.06			
✦	45	VERA, Brunk. (12.05)	12-4	3/3, A	1.1.	Bk 1 P-B	312 288	Sds	84 O.05	Helsingborg J. Nordström	C-P-Ht.ch.m.frg; (sal); grp. 91; d.ft-m. 11.0; rp. SS. 05.	36.3 119-0	7.9 26-0	4.33 14 2	.....	Brantevik	B. Andersson	Hlsb. 12.05 c.v. 05			

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



VIK

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE POSTES	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCHES	LARGEUR EN MÈTRES EN PIEDS ET POUCHES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCHES	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE														
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																		
	DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✝	76	VIGIE, <i>Fleuriot</i> . (4.00) (3/3, P.1.1.)	15	...	..	Slp	20	Frç	00	Le Palais <i>Gallo &amp; Conan</i>	C;ch.frg;d.ft-m. 4.00.	13.28 43-7	3.60 12-10	1.63 5-4	.....	Nantes	Fleuriot	Nt. 00	
.	77	VIGIL, <i>Stephens, Jas.</i> (3.02)	13-3	—	—	Glt	102 82	Ang	67 O.02	Garmouth	C-PP-S;ch.frg;sfb; grp.SS.98;rp-car.3.02.	24.38 80-0	6.48 21-3	3.05 10-0	.....	Falmouth	Capt	Flm.02	
.	78	VIGILANT, <i>Haase</i> . (9.03)	I	3/3, L A.&C.P.	1.1.	G3m	387 362 813	Alm	95 V.03	Inverkeithing <i>Cumming &amp; Ellis</i>	A; 2 comp; 3/4 D. 21m; G. 5m; rp-car.4.07.	44.64 146-6	8.26 27-1	3.51 11-6	.....	Bremen	Seetzen Gebr	Hbg 4.07	
✝	79	VIGILANT, <i>Rasmussen</i> . 92-03 (3.03)	16	3/3, A	1.1.	G3m	120 99 116	Dan	03	Marstal <i>N. Petersen</i>	C-Ht;ch.m.frg; (sal);d.ft-m.4.04.	27.09 90-10	7.06 23-2	2.76 9-1	.....	Marstal	B. Albertsen	T-N. 6.07	
.	80	VIGILANT, <i>Rasmussen</i> . (12.98)	14-1	—	—	Glt	90 88 99	Dan	56 rc.81 O.96	Rudkjøbing <i>S. Boas</i>	C-Ht.ch.frg;sfb;p.P.77; car.6.92;SS.96;rp.96.	22.3 73-2	6.0 19-8	3.17 10-5	.....	Rudkjø- bing	G. Hansen	Kngb 99 c.v.96	
✝	81	VIGILANT, <i>Zoonekind</i> . (2.03)	16	3/3, G A.&C.P.	1.1.	Dy	105 80	Frç	03	Dunkerque <i>Derycksen</i>	C-Or;ch.frg;(sal); sfb.	24.26 79-7	7.08 26-6	3.38 11-1	.....	Dunkerque	L. Vincent & Ch. Lemmens	Dk. 2.06 c.v.2.06	
.	82	VIGILANT, <i>Salpin</i> . (8.03) (3/3, P. 1.1.)	12	...	..	Slp	22 15	Frç	03	Légué-St-Brieuc <i>Mewisse</i>	C-Or;ch.frg;sfb.	12.89 42-4	4.74 15-7	2.14 7-0	.....	Dahouët	F. Le Pechon	St-M03	
✝	83	VIGILANTE, <i>Rioual</i> . (1.04)	15	3/3, G	1.1.	Glt	169 129	Frç	04	Kerity <i>Bonne</i>	C-Or-Ht;ch.frg; sfb.	31.48 103-4	7.59 24-11	3.60 11-10	.....	Binic	Verry-Car- fantan	St-M 1.07 c.v.1.07	
.	84	VIGILANTE, <i>Levasseur</i> . (4.02)	9-3	—	—	Glt	51 32	Frç	78 rc.02	Port-Medway (N-S)	Sp-B-Ht PP;ch.m.frg; (sal);sfb;p.n.02;rc.SS. 02.	19.61 64-4	6.30 20-8	2.34 7-8	.....	St-Pierre- Miquelon	P. Folquet	St-P. 4.66 c.v.4.06	
✝	85	VIGOUREUSE, <i>Vanhille</i> . (10.03)	15-6	5/6, G	1.1.	Glt	152 125	Frç	74 O.03	Dunkerque <i>Vanderiele</i>	C-Or.ch.ev.frg;sfb;p.P; rp-car.SS.10.03.	29.0 95-2	6.6 21-8	3.55 11-8	.....	Dunkerque	A. Bellais	Dk. 1.06 c.v.1.06	
✝	86	VIKAR, <i>Hansen</i> . (4.06) P.C. 3.2-45 (4.06)	13-3	5/6, G	1.1.	Bq 1P-B	870 782 801	Nrw	75 O.06	Haugesund <i>J. Hauge</i>	P-PP-C.ch.m.frg; (sal);sfb;rp-car.SS.4.06.	49.9 163-9	10.7 35-1	6.09 20-0	.....	Drammen	Andr. Sveaas	Stvg. 4.86	
✝	87	VIKING, <i>Strömberg</i> . (12.05) <i>Moteur aux.</i>	I	3/3, G A.&C.P.	1.1.	Glt	90 70 83	Dan	05	Copenhague Kjøbenhavns Skibsværft	A.	24.38 80-0	6.10 20-0	3.17 10-5	.....	St-Thomas	Det Ostasiatiske Compagni (à Copenhague)	Cph. 12.05	
✝	88	VIKING, <i>Weber, M. E.</i> 03-07 (4.07)	16	3/3, G	1.1.	Glt	83 67 77	Dan	07	Marstal <i>J. A. Petersen</i>	C-Ht;ch.frg;(sal); sfb;p.P.	24.70 81-1	6.40 21-0	2.51 8-3	.....	Marstal	Capt	Svdb. 4.07	
.	89	VIKING, <i>Sundström</i> . (9.01) (3/3, G. 1.1.)	8	...	..	Glt	100	Rss	01	Finby <i>Gråbole</i>	P-S;ch.fr;(sal);sfb.	26.21 86-0	7.32 24-0	2.74 9-0	.....	Åbo	K. Söderman	Åbo 03	
.	90	VIKING, <i>Winstedt</i> . (5.07)	11	3/3, G	1.1.	G3m	118 101	Sds	07	Oskarshamn <i>A. Hultgren</i>	P-C;ch.frg;(sal); sfb.	26.50 87-0	6.87 25-10	2.74 9-0	.....	Höganäs	E. Jonsson	Osck. 5.07	

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN FEET AND INCHES	BEAM  IN METERS	DEPTH OF HOLD  IN METERS	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER															
					4	5 6														
						7														8 9
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		
•	91	VIKINGEN, Isaksson. (7.06)	10-4	5, 6, G	1.1.	G3m	206 171 185	Sds	76 O.07	Wenersborg Eliasson	S-C;ch.m-fr;sfb;(sal); SS 92;grp.00;rp-car.3.07	30.3 99-5	6.8 22-4	3.73 12-3	.....	Morlanda	J. Olsson	Get. 3.		
✠	92	VILHELMA (ex-Hermann), Josephsen, P. (8.99) 85-02	7-6	—	—	G3m	57 49	Dan	94 O.99	Wolgast Eichstedt	C-Ht;ch.frg;sfb;(sal); grp.SS.99;rp-car. 11.03.	19.87 61-6	4.83 14-9	2.08 6-4	.....	Thisted	Capt	Hbg 03 c.v.03		
•	93	VILLA FRANCA, Bertacca. (1.02)	13-4	—	—	Ttn	59 re.93 O.99	Itl	63 re.93 O.99	Viareggio A. Raffaelli	C-P;ch-frg;sfb;p.n.93; re.SS.93;rp.02;car.3.02.	19.75 64-10	5.63 18-6	2.30 7-7	.....	Livourne	Colombini (à Viareggio)	Lvn. 04		
•	94	VILLE-D'AMIENS, .....(11.98)	11-4	—	—	Slp	37 26	Frç	82 O.98	Dieppe	C-Or-H-PP.ch.frg.sfb; p.n.93;grp.SS.93;car. 12.00.	15.87 52-1	5.75 18-10	2.47 8-1	.....	Tréguier	Le Marec	Pmp.00		
•	95	VILLE-D'YS, Devé. (3.99) (3/3, P. 1.1.)	13-12	...	...	Slp	49 34	Frç	98	Camaret Boënnec & fils	C-Or;ch.frg;sfb.	17.89 58-8	5.73 18-2	2.38 7-10	.....	Audierne	Jh Bastit	Brst 99		
•	96	VILLE-DE-BORDEAUX (ex-Mas- conomo, Foucault. (2.06)	13-3	3/3, G	1.1.	Glt	92 64 82	Frç	88 O.06	Essex (Mass)	C-PP;ch.m.frg; (sal);sfb;car.2.06.	26.58 87-3	6.84 22-5	2.93 9-8	.....	St-Pierre- Miquelon	P. Biraben	St-P. 2.06		
✠	97	VILLE-DE-DIEPPE, Hansen. Pétrole en vrac. (3.07)	1	3/3, L	1.1.	Bq 2 P	1254 1228	Nrw	88 V.07	Southampton Oswald Mor- dant & Co	A-F;10comp;p.PP; grp.99;rp-car.9.07.	66.3 217-6	11.1 36-5	6.42 21-1	50 1/2 53 1/2	Christiania	Aktieselskabet « Union »	Qst. 10.07		
✠	98	VILLE-DE-PAIMPOL, Lenard. (3.92) 91-94	13	—	—	Slp Dy	38 31	Frç	92 O.99	Nantes Sevestre	C;ch.frg;sfb.p.S.	16.23 52-11	5.38 17-8	2.14 7-1	.....	Noirmou- tiers	Capt	Bx 03 c.v.99		
✠	99	VILLEBOIS-MAREUIL, Molien. (11.02)	16	3/3, G	1.1.	3mG	233 174	Frç	02	St-Malo Gautier fils	C-Ml;ch.m.frg;sfb. (sal).	32.38 106-3	7.82 25-8	3.76 12-4	.....	La Houle	Fabien Cheva- lier (à Cancale)	St-M. 3.07 c.v.12.06		
✠	100	VINCENNES, Noël. P.C. 8-114 (7.06)	1	3/3, L	1.1.	Bq A.&C.P 1 P + Bp	2314 1740 1362	Frç	00 V.06	Nantes Chantiers Nantais	A;2comp;D.16m50;R. R.5m25;R.A 12m60; G.12m;grp.2.rp-car.2.07.	84.71 278-0	12.37 40-7	6.89 22-7	58 61	Nantes	Société des Longs Courriers Fran- çais	Glog. 2.07		
•	101	VINCITRICE (ex-S. Teresa), Bertilotti, N. (1.06)	13-2	5/6, P	1.1.	Ctt	56	Itl	61 re.94 O.06	Viareggio	C-P;ch.frg.sfb;rc- SS.94;rp-car.5.06.	20.70 69-11	5.82 19-2	2.48 8-2	.....	Livourne	Capt	Lvn. 5.06		
•	102	VIOLA, Watts. (8.06)	14-3	5/6, G	1.1.	G3m	169 141	Ang	72 O.06	Appledore W. Pickard	C-Or-Gr-PP;ch.m.frg; (sal);sfb;rp-car.7.06.	30.20 99-1	6.95 22-9	3.80 12-6	27 30	Pabstow	W.Hutchings	Fln. 7.66		
✠	103	VIOLA, Andersson. (7.93)	12	—	—	B-G	275 296	Sds	93 O.01	Fieholm C. Thorén	P-C;ch.m.frg;(sal); d.ft-m.10.01;rp.01	35.90 117-10	7.60 25-0	3.56 11-8	.....	Fieholm	G. Hammar- berg	Osch.01		
•	104	VIOLA (ex-Livland), Nilsson. 90-04 (5.04)	9	3/3, P	1.1.	Glt	75 65	Sds	04	Haynash P. Pold	P-C;ch.fr;(sal);sfb.	20.12 66-0	6.10 20-0	2.59 8-6	.....	Aridsläge	Chr. Larsson	Kngh. 5.07		
✠	105	VIOLETTE, Toulouse.(12.98)	16	3/3, G	1.1.	Glt	106 125	Frç	98 O.06	Paimpol Laboureur	Or-C;ch.frg;(sal); sfb;rp-car.2.06.	30.84 101-2	6.91 22-8	3.71 12-2	.....	Gravelines	Gourdin	Ok. 2.06		

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Surveillances spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD FAC SALEG H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE											
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut Net — Sous le pont																							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																														
	DATE DU TERME																														
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
✠	106	VIOLETTE, <i>Blondel</i> . (9.03) 99-03	16	3/3, G	1.1.	Glt	145 113	Frç	03	Dunkerque <i>G. Cornemuse</i>	C-Or; ch. cv. frg; sfb; rp-car. 7.04.	30.19 99-1	6.90 22-8	3.60 11-10	.....	Dunkerque	G. Cornemuse	Dk. 01													
✠	107	VIOLETTE, <i>Anderson</i> . (12.87)	14-3	—	—	Bq 1 P-B	401	Sds	69 O.88	Pugwsh (N-E) <i>Wm M'Lean</i>	Sp-B-Hk PP.ch.m.frg; rp.SS.74; rp.88; d.ft-m. 7.88.	41.78 137-1	8.69 28-6	4.09 13-5	.....	Stockholm	Barfoed	Hbg 91													
✠	108	VIRA, <i>Wessberg</i> . (7.02)	12	3/3, G A.&C.P	1.1.	Glt 3 m	154 141	Sds	02	Figeholm <i>K. J. Rockström</i>	P-C.ch.frg; sfb; (sal); rp.05.	31.25 102-7	7.41 24-4	3.09 10-1	.....	Figeholm	K. J. Rock- ström	Got. 1.05													
.	109	VIRGINIA-GENTILE, <i>Foti</i> . 92-04 (9.05)	11-4	3/3, M	1.1.	Glt	50 47	Itl	92 O.05	Bagnara	C-PP-P; ch.frg; d. ft-z.9.05; rp.05.	20.00 65-7	5.30 17-5	2.45 8-0	.....	Reggio	V. Gentile (à Bagnara)	Mss. 9.05													
.	110	VITHLEEM, <i>Frangopoulos</i> . (7.02)	12-3	—	—	Glt	139 129	Grc	76 O.02	Syra	C-P; ch.frg; sfb; grp- car. 7.02.	23.17 76-0	7.32 24-0	3.79 12-5	.....	Syra	S.Papadopoulos	Pir 02													
.	111	VITTORIA (ex-Eva), <i>Coppola</i> . (12.94)	13-3	—	—	Glt	68 65	Itl	60 O.94	Lemington	C-T-PP; ch.m.frg; d.ft-cv. —; rp.SS.94.	30.10 98-9	5.66 18-7	3.08 10-1	.....	Naples	F. Costa & Co	Npl. 94													
.	112	VITTORIA-STAGNI (ex-Dimitriadis), <i>Papadimitri</i> (11.02)	13-3	—	—	Bq 1 P-B	511	Egp	71 re.95 O.02	Voltri	C-MI.ch.m.frg; d.m. 10.01; SS.95; grp.01.	46.00 50-11	9.00 29-6	6.00 19-8	.....	Alexandrie	C. H. T. Economidis	Alx. 02													
.	113	VITTORIOSO (ex-Villareggio), <i>Vannucci</i> . (8.06)	13-1	—	—	Ctt	57	Itl	68 O.05	Viareggio	P-C; ch.m.frg; sfb; rp.05; car. 10.06.	20.40 66-11	6.05 19-10	2.65 9-9	.....	Livourne	S. Summonti	Gn. 2.07													
.	114	VIXEN, <i>Prettyman</i> . (11.01)	12-4	—	—	G3m	188 149 185	Ang	70 O.01	Peterhead <i>Stevens</i>	C-MI-PP; ch.m.frg;(sal) sfb; p.n.99; grp-car.SS. 11.01; rp.02.	33.43 109-8	7.14 23-5	3.80 12-6	==	Fowey	J. E. Prettyman (Pentewan)	Fim. 5.05													
.	115	VIXEN, ..... (1.00)	12-4	—	—	Dy	87 66	Ang	84 O.00	Hull	C; ch.frg; sfb; p.n. 99; rp- car.SS.1.00.	23.67 77-8	6.36 20-10	3.14 10-4	.....	Kirkwall	W. C. Ward	Hv. 00													
.	116	VIZIR, <i>Tréquier</i> . (6.01)	13	3/3, Y	1.1.	Kt	110 74	Frç	01	LaRichardais <i>Tranchemer</i>	C-Or; ch. cv; d. cv. 6.01.	27.83 91-4	6.70 22-0	3.13 10-3	.....	Le Havre	H. A. Sieber	St-M01													
.	117	VLISSIOS (ex-Ioannis), <i>Valandasis, N.</i> (9.07)	13-2	3/3, M	1.1.	B-G 1 P-B	144	Tre	83 O.07	Syra	C-P; ch.m.frg; sfb; car. 9.07; rp.07.	26.00 85-4	7.50 24-7	4.40 14-5	.....	Chios	Capt	Alx. 9.07													
✠	118	VOLONTAIRE, <i>Keraudren</i> . 05-05 (2.99)	16	3/3, G	1.1.	Glt	87 69	Frç	99 O.05	Paimpol <i>Laboureur</i>	C-Or; ch.frg;(sal); sfb; grp.04; rp-car.2.06.	22.70 74-6	6.33 20-9	2.83 9-4	.....	St-Brieuc	Yves Thomas	Dk 2.06													
✠	119	VONIN (ex-Arla), <i>Larsen</i> . (3.05)	I	3/3, G	1.1.	Lg	103 87 93	Dan	93 V.05	Helsingborg <i>C. Jonsson</i>	A: R. R. 5m79; p. P; rp-car. 3.07.	24-90 84-0	5.90 20-0	2.97 10-0	.....	Öreback (Islande)	J. R. B. Lefolli (Copenhague)	Eph. 3.07													
✠	120	VOORLICHTER, <i>Kempinga</i> . 05-07 (4.01)	I	3/3, L A.&C.P.	1.1.	G3m	333 292 290	P-B	02 V.07	Martenshoek <i>Gebr. Verstoekt</i>	A: 2 comp; 1 D.5m28; R 7m67&4m45; G.3m; rp.07; car. 4.07.	41.95 137-8	7.97 26-2	3.24 10-8	21 24	Amsterdam	Duinker & Goedkoop	Ld. 4.07													

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE GROSS Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS		LENGTH	BEAM	DEPTH OF HULL	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY	
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER							SHEATHING									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND											REPAIRS									
	DATE OF TERM											IN METERS									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			
✠	121	VOORUITGANG (ex-Hoogezand-II, Smit. (3.03)	I	3/3, A	1.1	B-G	$\frac{228}{226}$ 207	P-B	95 V.03	Martenshoek Niestern & te Velde	A-F; 2 comp; p. PP. car. 7.06; rp. 02.	$\frac{37.45}{122-11}$	$\frac{7.15}{23-6}$	$\frac{2.98}{9-10}$	.....	Amsterdam	Duinker & Goedkoop	N-Y. 7.06			
✠	122	VOORWAARTS, Engelsman, J. (8.04)	I	3/3, P	1.1	Tk dv 1m bsc	$\frac{89}{71}$ 77	P-B	04	Waterhuizen Gebr. Van Diepen.	A; 2 comp; G. E. fd. plt; car. 2.06.	$\frac{26.12}{85-9}$	$\frac{5.33}{17-6}$	$\frac{2.07}{6-10}$	.....	't Zandt	Capt	Eng. 2.06			
.	123	VORWÄRTS, Brüdgam, J. (3.02)	13-4	—	—	Glt	$\frac{44}{35}$	Alm	$\frac{60}{re. 83}$ O.02	Damgarten H. Dierling	C-Ht. ch. frg; sfb; (sat); p.n. 83; SS. 94; rp. car. 9.01.	$\frac{16.0}{52-6}$	$\frac{4.8}{15-9}$	$\frac{2.15}{7-1}$	.....	Barth	J. N. Rodbertus	Brth 02			
.	124	VOSTOK, Eliseeff. (2.97)	10-8	—	—	G 3m	$\frac{202}{149}$	Rss	94 O.97	Shonia Kem	P-S. ch. frg; sfb; car. 3.01.	$\frac{27.40}{89-11}$	$\frac{7.32}{24-0}$	$\frac{3.15}{10-4}$	.....	Archangel	Theodor Koshkyn Kem	Cph. 01			
✠	125	VOUGA (ex-Regina), Ruivo. (6.06)	14-1	—	—	B-G 3m 1 P-B	$\frac{829}{318}$	Ptg	71 O.97	Bilbao J. De Unzueta	C; ch. m. frg; d. ft. m. 10.00; grp. SS. 00.	$\frac{35.80}{117-5}$	$\frac{7.70}{25-4}$	$\frac{4.37}{14-4}$	.....	Lisbonne	Luiz da Nava & Co	Lisb. 6.06			
✠	126	VOYAGEUR, Guillou. (4.00) 97-03	13	3/3, P	1.1	Dy	$\frac{53}{37}$	Frç	00.	Paimpol Laboureur	C-Or-Ht; ch. frg; sfb; rp. 02; car. 8.06.	$\frac{17.80}{58-5}$	$\frac{6.00}{19-8}$	$\frac{2.56}{8-5}$	.....	Tréguier	Yves Rolland (Pleubian)	Pmp. 8.06			
.	127	VOYAGEUR, Morvan. (4.05)	13-4	5/6, P	1.1	Slp	$\frac{28}{19}$	Frç	66 O.05	Jersey	C-Or-PP; ch. m. frg; sfb; car. 6.04; rp. 05.	$\frac{15.03}{49-4}$	$\frac{4.57}{15-0}$	$\frac{2.22}{7-4}$	.....	St-Vaast- la-Hougue	Galery & Co	Chb. 4.05			
.	128	VRIENDSCHAP (ex-Tammo), Jensen, N. P. (1.04)	11-5	5/6, P	1.1	Kff dv 1 m	$\frac{80}{76}$	P-B	84 O.04	Martenshoek B. Niestern	C; ch. fr; sfb; SS. 95; rp. car. 1.04.	$\frac{22.10}{72-6}$	$\frac{4.70}{15-5}$	$\frac{2.25}{7-5}$	.....	Groningen	Capt	Rd. 3.05			
✠	129	VRIENDSCHAP, Kuipers, O. (6.06)	I	3/3, P	1.1	Tk dv. 1m bsc	$\frac{78}{61}$ 67	P-B	06	Noordhorn Gebr. Barkmeyer	A-F; 2 comp; GE; fd. plt.	$\frac{24.22}{79-6}$	$\frac{5.00}{16-5}$	$\frac{1.98}{6-6}$	.....	Groningen	Capt	Eng. 5.06			
✠	130	VULCAN, Försberg. (4.04)	13-4	5/6, G	1.1	Bq 1 P-B	$\frac{388}{345}$ 337	Rss	79 O.04	Gefle O. A. Brodin	Fer-P-C. ch. frg; souff. ft. S. 9.04; grp. 91; SS. 01; rp. 05.	$\frac{38.2}{125-4}$	$\frac{8.9}{29-2}$	$\frac{4.16}{13-8}$	.....	Hangö	Lesch	Åbo 11.05			

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## WAL

NAVIRE & CAPITAINES			CLASSIFICATION			GRIEMENT MEMBRE DE FONDS	TONNAGE Brut Net Sous le pont	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOUBLAGE — RÉPARATIONS	LONGUEUR — EN PIEDS ET POUCES	LARGEUR — EN PIEDS ET POUCES	CREUX DE CALE — EN PIEDS ET POUCES	FRANC BORD — EAT SALEF H.A.N. — en pouces	PORT — D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE — DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL — DATE DU TERME			DIVISION & TERME	COTE														
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
+	1 W.-B. FLINT, <i>Johnson</i> (1.03)		13-7	—	—	Bq 2 P	833 746	Amr	85 0.00	Bath (Me) <i>J. McDonnell</i>	C-PP, ch. m-frg. (sal); SS.00; d. m. 1.00; rp.03	54.3 178-2	10.8 35-5	5.49 18-1	.....	Oakland (Cal.)	Alexander & Baldwin	S-F. 03 c.v.03
+	2 W.-F. BABCOCK, <i>Graham</i> (1.03)		13-2	—	—	3 m 1 P B	2190 1700	Amr	82 0.89	Bath (Me) <i>4. Sewall &amp; Co</i>	C-Hk-B-Ht-PP, ch. m- frg. sal; 2 p. PP; car 6.91; d. m. 7.55	75.0 246-0	13.3 43-8	8.61 28-3	.....	Bath (Me)	A. Sewall & Co	N-Y. 98 c. v. 98
+	3 W.-H. BAXTER, <i>McBride</i> (9.05)		12	3/2, A	1.1, 0.2	Bq 2 P	309 325	Ang	95	Canning (N-S) <i>W. H. Baxter</i>	Sp-B-C, ch. m-frg. (sal); d. m. 9.05; rp.06	42.06 138-0	9.34 30-8	3.80 12-6	.....	Windsor (N-S)	W. H. Baxter	Mod. 2.06
+	4 W.-H. DIMOND, <i>Hanson</i> (9.01)		12-3	—	—	Bq 2 P	376	Amr	81 0.01	S-Francisco <i>M. Turner</i>	P, ch. ex m-trg. sal; sfb; souff. Sp. 3.01; SS.01	46.6 152-11	9.9 32-6	3.58 11-9	.....	San-Fran- cisco	E.H. Sheldon	S-F. 01
+	5 W.-H. MARSTON, <i>Gove</i> (6.01)		13	3/2, G	1.1, 0.2	1 P-B	1169 1110	Amr	91	S-Francisco <i>W. F. Stone</i>	P, ch. frg. (sal); sfb; car. 8.05	73.15 240-0	12.80 42-0	5.49 18-0	.....	San-Fran- cisco	Welch & Co	Hnl. 8.05
+	6 W.-H. TALBOT, <i>Bannock</i> (10.91)		12	—	—	Glt 2 P	817 740	Amr	91 0.98	Port Blakeley <i>Hall Bros</i>	P, ch. m-fr; sfb. (sal); car. 12.99	57.45 188-6	12.24 40-2	4.69 15-1	.....	San-Fran- cisco	G. E. Billings	Hnl. 02 c.v. 02
+	7 W.-W. McLAUGHLIN, <i>Wells</i> (10.0)		11-4	—	—	Bq 2 P	511 471	Ang	91 0.01	Hopewell Cape <i>N. B. W. Dixon</i>	Sp-B-C, Hk, ch. m-fr sal; d. ft. m. S. 04; rp. SS. 0.1	48.87 160-4	10.18 33-5	4.00 13-2	==	St-John (N-B)	E. W. Lynds	St-J. 04
+	8 WAFI, <i>Harper</i> (8.00)		13-6	5/6, G	1.1, 0.2	GH 2 P	126 98	Ang	86 0.03	Braham <i>Davidney</i>	C-G-P; ch. frg. grp. car. SS. 6.03	27.43 90-0	6.28 20-7	3.74 12-3	.....	Cork	Nurse Bros. (Gloucester)	Flm. 12.35
+	9 WAKEFIELD, <i>Hallberg</i> (9.00)		13-4	5/6, G	1.1, 0.2	Bq 2 P	890 793	Sds	78 0.00	Newburyport <i>Attmore &amp; Fillmore</i>	C-PP, ch. m-fr; (sal); sfb; SS.00; grp-car. 3.06	49.7 163-0	10.4 34-0	6.40 21-0	.....	Cimbris- hamn	L. J. Bjorke- gren	Got. 3.06
+	10 WALBORG, <i>Jacobson</i> (3.97) (3/3, P. 1. 1.)		16-13	—	—	GH 2 P	48 45	Sds	87	— <i>S. Christensen</i>	C-Ht; ch. frg. (sal); sfb.	18.96 62-2	5.56 18-2	2.04 6-8	.....	Stockholm	Aktiebolag Karter & Oaxen	Svdb 97
+	11 WALDEMAR, <i>Carlsson</i> (2.07)		16-4	5/6, G	1.1, 0.2	GH 2 P	84	Sds	74 0.07	Faaborg <i>M. Dyreborg</i>	C-Ht-PP, ch. m-frg. (sal); sfb; p. P. 95; grp. 81; SS. 89; rp-car. 2.07	24.7 81-0	6.0 19-8	2.85 9-4	.....	Donsö	O. Carlsson	Got. 2.07
+	12 WALDEMAR, <i>ez-Hauber, &amp; dersson</i> (7.03)		16-5	5/6, G	1.1, 0.2	Bk 2 P	223 212	Sds	76 0.03	Swandberg <i>J. R. Andersen</i>	C-Ht, ch. m-frg. (sal); sfb; rp-car. SS. 7.03	34.68 113-10	7.04 23-1	3.66 12-0	.....	Bergqvara	And. Söder- berg	Got. 12.05
+	13 WALFRID, <i>Backe A. A.</i> (3.90)		13	—	—	GH 2 P	40	Sds	90 0.00	Halmstad <i>V. Frandsen</i>	C-Ht-P, ch. frg. sfb; (sal); car. 3.00	19.5 64-0	5.0 16-5	1.89 6-3	.....	Råå	Capt	Hlsb 00
+	14 WALGALZEM, <i>Brunsleep</i> (3.03)		8-4	—	—	— 2 P	204	—	0.04	Walgalsöom <i>J. Brunsleep</i>	P, ch. fr. sfb. (sal); SS.04; car. 6.02	34.80 114-6	8.25 27-0	3.90 12-9	.....	Riga	J. Brunsleep & H. Martinkaln	Riga 04
+	15 WALKYRIE, <i>Perrot</i> (1.04) 95-04		13	—	—	— 2 P	79	—	0.01	Pampol <i>Perrot</i>	C-Or-Ht; ch. frg. sfb; SS.04; car. 6.02	32.18 96-9	7.07 23-2	3.18 10-5	.....	Tréguier	Guinard de Ker- guezec & Le Ma- rec	Pmp. 4.07 c.v. 4 07

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION BUILDERS	MATERIALS SHEATHING REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3		4	5													
•	16	WALKYRIE-IV (ex-Mabel-R.-Bennet), Gouasampis (6.06)	13-6	3/3, G	1.1.	Glt	121 83	Frq	92	O.06	Gloucester (Mass)	C-P-PP;ch.ev.m-frg; (sal);sfb;p.P;rp-car.SS. 4.06.	27.63 90-8	7.26 23-10	3.07 10-1	.....	St-Pierre-Miquelon	Landry Frères	St-P. 4.06
•	17	WALPAS, Hoikkala. (7.00) (3/3, G. 1.1.)	8	...	..	Glt	131 125	Rss	00		Koivisten J. Ransku	P;ch.fr;sfb.	26.24 86-1	7.05 23-2	3.07 10-1	.....	Viborg	J. Hoikkola & Co	Åbo 03
✝	18	WALTER, Kongs. (6.04) 99-04	11	3/3, G	1.1.	G3m	184 160	Rss	04		Dreimandsdorf M. Sepp	P-C;ch.frg;(sal); sfb.	29.79 97-9	7.21 23-8	3.50 11-6	.....	Riga	O. & R. Grant	Ld 4.07
✝	19	WALTIKKA, Ronholm. (9.05)	9-6	3/3, I.	1.1.	Bq 1P-B	970 942 875	Rss	73 rc.05		Nystad H. Kjälström	P-C.ch.m-fr.(sal);p.P; sfb;p.P;rp-car.SS. rc.SS.05.	53.1 174-3	10.1 33-2	6.51 21-4	.....	Nystad	J. A. Zachariassen & Co	Lsp. 5.07
✝	20	WAMBOLA, Sloka. (9.01) (3/3, G. 1.1.)	12	...	..	Glt	183 167	Rss	01		Gudmansbach Mangius	P-C;ch.frg;(sal); sfb.	29.61 97-2	7.18 23-7	3.30 10-10	.....	Pernau	J. Martinson	Glsg 04
✝	21	WANDERER, Schnackenberg, G. A. (8.02)	13-6	5/6, I.	1.1.	Glt	52 42	Ahn	78	O.02	Seedorf a/R G. Krüger	C-Ht.ch.frg.sfb;p. S;rp.SS.98;car.9.06	17.2 56-5	4.8 15-9	2.08 6-10	.....	Hamburg	Capt (Büdel-dorf)	Hbg 9.06
✝	22	WANDERER, Dunning. P.C. 4.2-60 (1.04)	1	3/3, I.	1.1.	4 m 2 P	2914 2717 2765	Ang	91 V.03		Liverpool W. H. Potter & Sons	A-F;2comp;D.3m66R; 13m41.G 9m14.2 p.P. rp-car.9.05.	90.22 309-0	14.02 46-0	7.85 25-8	68 71	Liverpool	The Wanderer Sail- ing ship Co Ltd (G. H. Potter & Sons)	Card. 9.05
✝	23	WANDRIAN, Card. (6.03)	11-3	3/3, G	1.1.	G3m	349 310 285	Ang	83	O.03	Brookville (N-S) L. Hatfield	C-B-Sp;ch.m-fr.(sal); sfb;grp.SS.03;rp-car. 4.07	41.24 135-4	9.85 32-4	3.81 12-6	.....	Parrsboro (N-S)	Nova Scotia Lumber Co	St-J. 4.07
✝	24	WANJA, Persson. (4.04)	13-7	3/3, A	1.1.	Bq 1 P-B	399 381	Sds	92	O.04	Helsingborg	C-P-PP-Ht;ch.m- frg;(sal);d.ft.m.10.03; SS.04;rp.05.	40.10 131-7	8.60 28-2	4.15 13-7	.....	Helsing-borg	A. Horndahl	Clrh. 4.07 c.v. 4.07
✝	25	WARRIOR, Benvenuto. (12.06)	13-4	3/3, A	1.1.	3 m 2 P	1597 1447	Itl	84	O.06	River John (N-S) J. Kitchen	B-Sp-C.ch.m-frg;(sal); d.ft.m.11.06.SS.98.rp. 06.	67.35 221-0	12.34 40-6	7.37 24-2	61 66	Gênes	Rinaldo Piaggio	Gn. 12.06
✝	26	WASA, Ingvarsson. (9.86)	10	—	—	Glt	286 212	Sds	86	O.90	Figeholm G. Hammarberg	S-C.ch.m-frg;(sal); p.S;d.ft.m.12.93;rp.93.	35.1 115-2	7.1 23-4	3.48 11-5	=====	Figeholm	G. Hammar- berg	Dbl. 95
✝	27	WATER-FOX (ex-Macassar), Jonsson. (10.00) 96-02	13-4	—	—	Bq	367 334	Sds	76	O.00	Hammelwar- den A. P. Botter	C-Ht-PP.ch.m-frg; (sal);p.S;rp.S9;d.ft.m. 7.00;rp.SS.96;rp.00.	37.17 122-0	7.32 24-0	4.13 13-7	.....	Brantevik	Per Jonsson (Cimbrishamn)	FIm 02
✝	28	WATERPLOEG, van der Veen, J. (9.04)	1	3/3, P	1.1.	Tk dv. 1m bsc.	85 70 73	P-B	04		stadskanaal L. Mulder	A; 2 comp;GE;fd. plt;R.3m60.	24.85 81-7	5.00 16-5	2.08 6-10	.....	Stadskanaal	Capt	Gng.04
•	29	WEATHERSFIELD, Crocker. (7.00)	1	—	—	Bq 2 P	1101 1047 989	Ang	65 V.00		Pt-Glasgow R. Duncan & Co	F; 3 comp;rp-car. 7.00.	65.35 214-5	10.54 34-7	6.40 21-0	=====	Wellington (N-Z)	J.G. Macarthy	Ld. 00
✝	30	WEGA (ex-Vega), Martinson. 81-07 (7.01)	11	3/3, G	1.1.	B.G 3m	316 263	Rss	01	O.07	Kabli J. Saul	P-C.ch.fr;(sal);sfb; rp-car.9.07.	37.95 124-6	7.77 25-6	4.04 13-6	.....	Riga	J. Markson & Grant	Riga 9.07

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NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX — DOMBLAGE — RÉPARATIONS	LONGUEUR — EN METRES EN PIEDS ET POUCHES	LARGEUR — EN METRES EN PIEDS ET POUCHES	CREUX DE CALE — EN PIEDS ET POUCHES	FRANC BORD — EN PIEDS ET POUCHES	PORT — ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE	GREEMENT NOMBRE DE PONTS	Brut — Net — Sous le pont												
DATES DE VISITE DU CAPITAINE ET DE LA CHAUDIÈRE EN ACTUEL																		
DATE DU TERME																		
2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
31	WEINO, Jansson.	(5.06)	9	3/3, P 1.1.	Glt	46 44	Rss	06	Nagu Jansson	P;ch.m.frg;sfb.	18-2 60-0	10 20-0	1-5 6-5	.....	Å	A. Jansson	1901	
32	WELCOME, Armstrong, J.	(9.05)	14-2	3/3, G 1.1.	3mG	118 92	Ang	85 0.05	Freckleton	Gr-C-PP-Orch.frg; (sal);sfb;grp-car.9.05	28.65 94-0	6.81 22-4	2.90 9-6	.....	Preston	Capt	1901	
33	WELCOME-HOME, Murdock.	— - 2.06	13-4	5/6, G 1.1.	Glt	115 28	Ang	81 0.06	Stornoway MacKenzie	C-Orch.m.frg;sfb; rp-car.SS.2.06	25.83 84-4	6.50 21-4	3.20 16-7	==	Plymouth	James C. MacKenzie	1901	
34	WELJEKSET, Eriksson.	(5.07)	11-4	5/6, G 1.1.	Bq 1 P-B	508 482	Rss	75 0.01	Pargas	P;ch.frg.n.07.00 ft bois 4.07;rp.SS.01;car. 4.07.	45.40 149-0	8.90 29-3	5.01 16-5	.....	Gustafs	D. Eriksson	1901	
35	WELLAMO, Mähela.	(8.96)	7-3	— —	Glt	121 109 101	Rss	96	Wederlaks D. Hietula	P;ch.frg.P;sfb.	33-98 78-6	6-86 22-4	2.70 9-2	.....	Wederlaks	M. Kyckling, Capt & Co	1901	
36	WELLAMO, Saarnak.	(7.00)	8-4	— —	Glt	42 41	Rss	99	Laour	P;ch.frg;sfb;car. 8.02.	18.69 61-4	5.69 18-8	1.88 6-2	.....	Reval	Capt	1901	
37	WENYSS-CASTLE, Bandholm	— - 3.06	16-6	5/6, G 1.1.	Glt	114 111	Dan	75 0.06	Marstal F. Hansen	C-H.fch.frg.sfb.(sal); p.P;ch.frg;rp-car. car.SS 2.06	25.68 84-3	6.81 22-4	2.98 9-10	.....	Marstal	R. Albertsen	1901	
38	WENERA, Aron.	(10.04)	10	3/3, G 1.1.	Glt	178 113	Rss	04	Saurrand M. Iago	P-C;ch.fr;(sal);sfb.	28.09 92-2	7.92 26-0	3.50 11-6	.....	Reval	G. Aron & Co	1901	
39	WEBA, Meerents.	(7.04) 86-04	11	3/3, A 1.1.	B-G 3 m	476 424	Rss	04	Gudsmans- bach P. Awik	P-C;ch.fr.(sal);d. ft-z.10.05;rp.05.	40.84 134-0	8.96 29-5	4.22 13-10	.....	Pernau	M. Meerents	1901	
40	WEBA-IRINA, Rankson.	03-05 (8.01)	12	3/3, G 1.1.	B-G	221 191	Rss	01	Loksa Wendelin	P;ch.frg;(sal);sfb; grp-car.8.04.	33-43 109-8	8-34 28-3	3.36 10-10	.....	Reval	E. Molder	1901	
41	WESER-ZEITUNG, Peper.	(7.99)	I P. R.	— —	Kn	313 267	Alm	91 V.99	Hamburg J. H. F. Wich- horst	A; 5 comp: 1 p. F; rp-car.7.99.	40.0 131-3	7.75 25-5	3.75 12-4	.....	Hamburg	Versand- zucht- schiffabri- Ge- m. etc.	Hag 06	
42	WESTHOLAND, Mattson.	(8.03)	11-3	3/3, A 1.1.	Bq 1 P-B	771 667	Ang	93 0.06	Harvey N-B A. Black	St-B-C-PP;ch.frg;sfb; p.P;ch.frg;rp-car.SS.03.	36-18 164-3	16.76 35-4	5.39 18-4	46 56	Dorchester N-B	Harvey N-B & New York	1901	
43	WIDO, Fern. F. G.	(5.03)	12-6	3/3, P 1.1.	Glt	61 40	Sls	91 0.03	Nylandsö G. Perhson	P-C;ch.frg;sfb;(sal); SS.03;rp-car.2.06.	21.40 70-2	5.10 16-9	2.37 7-10	.....	Lysekil	Capt	1901	
44	WIDWUD, Melbard.	12.03 92-03	12	3/3, G 1.1.	B-G 3m	299 249	Rss	03	Rathern P. Anderson	P-C;ch.frg;(sal);d. ft-z.2.05.	39.62 130-0	8.53 28-0	4.22 13-10	.....	Riga	P. Osolin, P. Anderson & Co	1901	
45																		

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — GROSS Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH IN FEET AND INCHES	BEAM IN METERS	DEPTH OF HULL IN METERS	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
✠	46	WILBERT-L.-SMITH, Ross. (3.02) 99-02	14	3/3, G	1.1.	G4m	<sup>848</sup> 710 698	Amr	02	Ballard Globe Construc- tion Co	P;ch.frg;sfb;(sal).	56.08 184-0	12.32 40 5	4.32 14 2	.....	Seattl:	Globe Navi- gation Co	P-T. 04 c.v. 04	
✠	47	WILHELM, Graak, J. J. M. 82-95 (4.05)	13-3	3/3, P	1.1.	Glt	<sup>60</sup> 55	Alm	80 O.05	Elmshorn D. Kremer	C-Ht.ch.frg.sfb; (sal);car.SS.3.05.	18.8 61-8	5.2 17-1	2.25 7-5	.....	Arnis	Capt	Kngh. 5.07	
✠	48	WILHELM, Rönna, P. (5.02) 96-01	14-4	—	—	Glo	<sup>53</sup> 43 47	Alm	78 O.02	Nübbel H. Bock	C-Ht.ch.fr.sfb;rp. 5.02;SS.99;car.8.04.	18.1 59-5	4.9 16-1	2.00 6-7	.....	Rendsburg	Capt (à Erfde)	Stt. 04	
.	49	WILHELM, Buntebarth, J. (7.01)	13-6	—	—	Gls	<sup>43</sup> 39	Alm	83 O.01	Barth C. Holzerland	C-Ht.ch.frg.sfb; (sal); car.7.01; rp.04.	16.3 53-6	4.7 15-5	2.15 7-1	.....	Barth	Capt	Brth 04	
.	50	WILHELM, Rosenboom, H. F. (6.95)	12	—	—	Tjk dv lm	<sup>39</sup> 34	Alm	95	Westrhau- derfehn A. Harms	C-Ht;ch.frg;sfb;p. PP;rp-car.2 96.	17.25 56-7	4.05 13-4	1.75 5-9	.....	Westrhau- derfehn	Capt	Am. 96	
.	51	WILHELM, Lühmann, H. (12.94)	11-4	—	—	Slp	<sup>35</sup> 31	Alm	<sup>59</sup> re.76 O.95	Uekermünde	C.ch.frg.sfb;p.n.76 rp.SS.95;car.9.96.	14.3 46-11	4.8 15-9	2.14 7-1	.....	Wolgast	Capt	Wlg.96	
.	52	WILHELM, Lockenvitz, Th. (4.98)	13-3	—	—	Gls	<sup>33</sup> 27	Alm	75 O.98	Seedorf G. Krüger	C-Ht.ch.frg.sfb; rp-car.SS.4.98.	13.7 45-0	4.5 14-9	1.91 6-3	.....	Stralsund	Capt (à Seedorf a/R)	Strs.98	
.	53	WILHELM, Schmidt, F. (3.92)	12-4	—	—	Slp	33	Alm	65 O.92	Stralsund J. Peuss	C-Ht.sfb;grp-car. SS.3.92.	13.2 43-4	5.3 17-5	1.90 6-3	.....	Stralsund	Capt	Strs 92	
.	54	WILHELM, Ehlert, M. (3.99)	12-4	—	—	Slp	23	Alm	<sup>46</sup> re.81 O.99	Seedorf a/R G. Krüger	C-Ht.ch.frg;(sal);p.n. Sl;sfb;rp-car. SS.3.99.	14.2 46-7	4.5 14-9	1.71 5-7	.....	Stralsund	Capt (Seedorf a/R)	Strs.99	
.	55	WILHELM, Uttapart. (11.86)	9-4	—	—	G3m	<sup>250</sup> 232	Rss	76 O.86	Kürbis	P-S.sfb;rp-car. 3.89.	32.3 106-0	7.3 24-0	3.73 12-3	.....	Orrenhof	O. Grant	Card89	
✠	56	WILHELM, Werner. (7.05) 90-05	12-6	3/3, G	1.1.	G3m	<sup>233</sup> 221	Rss	93 O.05	Melsil	P-C;ch.frg;sfb; (sal);rp-car.SS.6.05.	29.11 95-6	7.62 25-0	4.12 13-6	.....	Riga	Gebr. Moritz & Ottomer	Lib. 2.07	
.	57	WILHELM, Gentmann. (4.92)	8-3	—	—	Glt	83	Rss	91	Nevotoma Sims Rasu	P;ch.fr;sfb;p.P.	21.64 71-0	6.17 20-3	2.59 8-6	.....	Fredriks- hamn	Erik Puhakka Sterbhus	Riga92	
.	58	WILHELM-&-ROBERT, Berg, Fr. (12.00)	13-4	—	—	Glt	39	Alm	73 O.01	Barth J. H. Brakenwagen	C-Ht.ch.frg;sfb;(sal); grp.88;SS.94;rp-car. 8.00.	17.3 56-9	4.9 16-1	2.29 7-7	.....	Barth	Capt	Brth 04	
.	59	WILHELMINA, voir WILHEL	MINE,	WILL	EMI	NA.													
✠	60	WILHELMINE, Hase, H. A. A. 06-06 (9.06)	16	3/3, P	1.1.	Glt	<sup>70</sup> 49	Alm	06	Brunsbüttel O. Doose	C-Ht;ch.frg;sfb.	21.02 70-11	6.45 21-2	2.22 7-3	.....	Hamburg	Capt	Hbg 9.06	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



## WIL

Surveillance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE PONT	TONNAGE		PAVILION	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS		MATÉRIAUX — DOUBLAGE — RÉPARATIONS		LONGUEUR EN PIEDS ET POUCHES	LARGEUR EN PIEDS ET POUCHES	CREUX DE CALE	FRANC BORD EAU SALEE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE							
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut	Net			Sous le pont	ANNEE	PORT	MATÉRIAUX								LONGUEUR	LARGEUR	CREUX	FRANC	PORT	ARMATEURS	DERNIÈRE
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																												
	DATE DU TERME																												
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19												
✠	61	WILHELMINE, <i>Vetterick, E.</i> (12.93)	13-6	—	—	Gls	58 48	Alm	79 O.94	Seedorf a/R. <i>G. Krüger</i>	C-Ht.ch.frg.sfb; (sal)rp-car.SS.6.94	17.8 58-5	4.8 15-9	2.33 7-8	.....	Stralsund	Capt (à Breegea/R)	Strs.98											
✠	62	WILHELMINE, <i>Suhr, C.</i> (8.95) (3/3, P.1.1.)	14	...	...	Ev dv	40 30	Alm	95	Uetersen <i>D. Schedelgarn</i>	P-PP.ch.fr.1/2V. (sal);G.E;sfb;car.6.99	19.20 63-0	4.54 14-11	1.64 5-5	.....	War-Stade	Capt	Hbg 01											
.	63	WILHELMINE, <i>Borgwardt, W.</i> (7.03)	13-4	—	—	Slp	34 29	Alm	79 O.03	Barth	C-Ht;ch.frg;sfb; car.7.03.	14.70 48-3	4.80 15-9	2.11 7-0	.....	Barth	Capt	Brth 4.06 c.v.4.06											
✠	64	WILHELMINE, <i>Steffen, R.</i> (5.89)	15	—	—	Slp	28 25	Alm	89	Seedorf a/R <i>G. Krüger</i>	C-Ht;ch.frg;sfb; (sal).	13.73 45-1	4.58 15-0	1.90 6-3	.....	Stralsund	Capt(à Gross- Zicker a/R.)	Strs.89											
✠	65	WILHELMINE, <i>Klausen.</i> (6.03)	I	3/3, L	1.1.	Bq 2 P	877 842 786	Dan	75 11202	Bremen <i>Act. Ges. Weser</i>	F; 3 comp;rp.04; car.5.06.	55.5 182-1	9.7 31-11	5.94 19-6	.....	Fanö	P.N.Winther	Am. 5.06											
.	66	WILLEMINA, voir WILHELMINE.																											
✠	67	WILLI, <i>Knudsen.</i> (7.06) 83-97	12-3	3/3, G	1.1.	Glt	242 224 216	Dan	88 O.02	Oscarshamn <i>C. Thoren</i>	S-C;ch.m-frg;(sal); sfb;SS.02;car.1.04;rp.06.	36.3 119-1	7.5 24-8	3.75 12-4	.....	Marstal	Hans Kroman Eschen	Svdb. 7.06											
.	68	WILLIAM, <i>Griffiths.</i> (10.06)	14-4	5/6, G	1.1.	3mG	208 184 190	Ang	72 O.06	Bridport <i>Cox</i>	T-C-Or-Gr;ch.m;p.n. 03;rp.SS.06;d.ft-m.—	34.86 114-5	7.37 24-2	3.90 12-9	26 1/2 29 1/2	Teign- mouth	J. W. Finch	Plm. 9.06											
✠	69	WILLIAM, <i>Petersen.</i> (2.98) 87-98	16	3/3, P	1.1.	Glt	60 49 55	Dan	98 O.05	Thurö <i>Chr. Böm</i>	C-Ht;ch.frg;(sal); sfb;car.7.05.	20.14 66-1	5.34 17-6	2.33 7-8	.....	Svendborg	Chr. Böm (à Thurö)	Kngb. 9.07											
✠	70	WILLIAM-CARSON, <i>Piltz.</i> (6.99) (3/3, G.1.1.)	14	...	...	Bq 4 m 1 B-P	890 791	Amr	99	Eureka <i>H. D. Bendixen</i>	P;ch.m-frg;(sal); sfb.	59.33 194-8	12.11 39-9	4.77 15-8	.....	San-Fran- cisco	Hind & Rolph	S-F. 99											
.	71	WILLIAM-&-EMMA, <i>Roll.</i> (3.01)	12-4	—	—	Kt	27 27	Ang	80 re.01	Stonehouse	C-Ht-PP; ch.frg;p. n.01;alg.car.SS.3.01.	16.76 55-0	4.95 16-3	1.55 5-1	.....	Falmouth	Gill & C° (Penryn)	Flm.01											
✠	72	WILLIAM-G.-IRWIN, <i>Garthley.</i> (12.99)	14-3	—	—	B-G	348 331	Amr	81 O.00	S-Francisco <i>M. Turner</i>	P.ch.m-frg;(sal);p.P; rp.88;souff.Sp.9.93.SS. 93;car.8.97.	31.7 104-0	9.9 32-6	3.96 12.11	.....	San-Fran- cisco	Tacoma & R. H.Railroad Co	S-F. 00 c.v. 00											
✠	73	WILLIAM-H.-MACY, <i>Slater.</i> (8.97)	15-3	—	—	3 m 2 P-B	2202 2038	Amr	83 O.89	Camden <i>Carleton Nor- wood &amp; Co</i>	C-PP-ch.m-frg.(sal); 1 p.PP.1 p.Sp; grp.87; d.ft-m.10.98;rp.97.	77.4 254-0	13.2 43-4	8.61 28.3	.....	San Fran- cisco	J. C. Eschen & Co	S-F. 98											
✠	74	WILLIAM-H.-SMITH, <i>Colley.</i> (4.99)	15-7	—	—	3 m 2 P-B	1973 1785	Amr	83 O.99	Bath <i>Gross &amp; Co</i>	C-Hk-B-Ht-PP, ch.m- frg;(sal);car.5.97;rp.SS. 99;d.ft-m.8.99.	71.6 234-11	13.2 43-4	8.06 26.5	.....	San-Fran- cisco	Californian Shipping Co	Nwc.02 c.v. 02											
✠	75	WILLIAM-L.-DOUGLAS, <i>M' Lean.</i> (11.03)	I	3/3, L	1.1.	G6m 2 P-B	3708 3470 2153	Amr	03	Quincy (Mass) Fore River Ship- & Engineering Co	A;3 comp;1 D. 20m42; G. 20m42.	96.32 316 0	14.62 48-0	8.81 28-11	.....	Boston	Coastwise Trans- portation Co (J. G. Crowley)	N-Y.03											

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Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG NUMBER OF DECKS	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH  IN METERS IN FEET AND INCHES	BEAM  IN METERS IN FEET AND INCHES	DEPTH OF HULL  IN METERS IN FEET AND INCHES	FREE BOARD — SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER — DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM			DIVISION AND TERM	CHARACTER														
	1	2	3		4	5													
✠	76	WILLIAM-NOTTINGHAM, <i>Keegan.</i> (2.02) 02 - 06	14	3/3, G	1.1.	G 4m 1 P-B	1204 1062	Amr	02	Ballard (Wash.)	P; ch.m-frg;(sal); sfb;rp-car.2.07.	64.40 211-7	12.88 42-3	5.00 16-5	.....	Seattle (Wash.)	Globe Navi- gation Co	Bost. 2.07	
✠	77	WILLIAM-P.-FRYE, <i>Sewall.</i> CLAYTON APP. (10.01)	1	—	—	4 m Bq 2 P	3274 2998	Amr	01	Bath (Me) <i>A. Sewall &amp; Co</i>	A; 2comp; D. 15m85; R. 13m71; G. 12m20; car 8.04.	101.30 332-4	13.75 45-2	7.93 26-0	.....	Bath (Me)	Arthur Sewall & Co	N-Y. 04	
.	78	WILLIAM-TURNER, <i>Cock.</i> (12.01)	12-3	—	—	Bk 3m	438 423 481	Ang	62 O.01	Workington	C-T-bois dur; ch.m-fr; d. ft-m.10.99; p.n.99; rp.02.	42.14 141-6	8.25 27-2	5.30 17-4	.....	Port-Louis	G. T. Lionnet	Maur03 c.v.03	
✠	79	WILLIS-A.-HOLDEN, <i>Laur.</i> 02 - 04 (7.02)	14	3/3, G	1.1.	G 4m 1 P-B	1188 1040 1016	Amr	02	Ballard (Wash.)	P; ch.frg;(sal);sfb; rp.04.	64.20 210-8	12.85 42-2	4.95 16-3	.....	Seattle (Wash.)	Globe Navi- gation Co	P-T. 04 c.v.04	
.	80	WILLY, <i>Kirchmann, G.</i> (3.99)	13-6	—	—	Glt	43 40	Alm	75 O.99	Greifswald <i>A. Spruth</i>	C-Ht.ch.frg;sfb;sal;p. P.96;SS.90;car.5.01; rp.04.	18.45 60-5	5.40 17-7	2.30 7-5	.....	Stralsund	Capt	Strs. 04	
.	81	WILN, <i>Kelly.</i> — - 02 (7.02)	10-8	3/3, G	1.1.	Glt	164 136 104	Ang	00 O.02	Riga	P-C; ch.fr;sfb;rp. SS.7.02.	28.80 94-6	8.08 26-6	3.35 11-0	21 24	Fowey	Edward Stephen	Ld. 04 c.v.02	
✠	82	WIND, <i>Lundgren, G.</i> (3.01)	13	3/3, P	1.1.	Glt	50 40	Sds	01 O.07	Halmstad <i>V. Frandsen</i>	C-P; ch.frg;(sal); sfb;car.6.07.	21.24 69-8	5.23 17-2	2.17 7-2	.....	Viken	Capt	Hlsb. 6.07	
.	83	WINDY, <i>Johansson.</i> (4.04)	11-9	3/3, P	1.1.	Glt	112 108 100	Sds	01 O.07	Södra-Garn	C-P; ch.frg;sfb;rp- car.4.07.	25.60 84-0	6.72 22-0	2.87 9-5	.....	Gothem- bourg	O. Ahrenberg	Got. 4.07	
✠	84	WISCOMBE-PARK, <i>Power.</i> (1.92)	1	—	—	3 m 2 P	2228 2075 2075	Ang	92	Sunderland <i>John Blumer &amp; Co</i>	A; 2 comp; D. 17m07; G. 8m54; R. N. 14m02; I p. A; 1 p.P; car.7.92	85.64 281-0	12.85 42-2	7.32 24-0	.....	Liverpool	G. Windram & Co	Clet. 92	
.	85	WITCH, <i>Johansson.</i> (5.91)	13-5	—	—	Bq 1 P-B	296 282 262	Sds	66 O.91	Perth	C-Ht-PP; ch.m. p.n.91; d.ft-m.5.91; rp.SS.91.	34.2 112-3	7.2 23-8	4.38 14-4	.....	Norrteije	A. Lundblad	Gfl. 91	
.	86	WLADIMIR, . . . . . (9.91)	3-4	—	—	G 3m	273 223	Rss	86 O.91	Pernigel <i>A. Buschmann</i>	P-C; ch.fr;sfb;rp- car.9.91.	32.3 106-0	7.9 26-0	4.00 13-1	.....	Riga	B. Osoling & Co	Riga 91	
✠	87	WODAN, <i>Arndt, C.</i> (9.88)	13-5	—	—	Bq 1 P-B	504 479	Alm	65 O.89	Danzig <i>Keyer &amp; Devrient</i>	C-Ht;sfb;car.9.90; rp.SS.89.	39.3 129-0	8.4 27-7	5.48 18-0	.....	Stettin	Capt	Gbt. 93	
.	88	WÖITJA, <i>Leisberg.</i> — - 07 (8.07)	10	3/3, G	1.1.	G 3m	311 281	Rss	07	Mustell <i>J. Poopu</i>	P-C; ch.frg;sfb; (sal);p.P.	35.96 118-0	8.33 27-4	4.20 13-9	.....	Arensburg	M. Piik	Riga 8.07	
✠	89	WOLDEMAR, <i>Seemel.</i> 02 - 04 (8.97)	10	—	—	Glt	128 102	Rss	97 O.04	Paulshafen <i>A. Andersen</i>	C-P.ch.fr;sfb;G.E; car.4.04.	23.47 77-0	6.55 21-6	3.28 10-9	.....	Paulshafen	A. J. Buch- mann	Riga 04	
✠	90	WOLFE, <i>Karlsson.</i> (6.06)	13-2	3/3, A	1.1.	Bq 1 P-B	1013 948 877	Rss	81 O.06	Riv. John (N-S) <i>J. Kitchin</i>	C B-Sp.ch.m-frg;(sal); p.Sp. SS.94; d.ft-m.7.06; rp.06.	55.29 181-5	11.24 36-11	6.30 20-8	50 54 1/2	Mariehamn	J. E. Stenross	qst. 7.07	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## ZEN

NOM N°	NAVIRES & CAPITAINES		CLASSIFICATION			GÉNÉRAL NOMBRE DE PONTS	PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION	MATÉRIAUX		LONGUEUR EN MÈTRES	LARGEUR EN MÈTRES	CREUX DE CALE	EU PIRANG BORD EU SALER H.A.N	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		CLASSIFICATION à TERME	COTE	— — —					— — —	— — —							
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																	
	DATE DU TERME																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
1	XALA (ex-Gabriel), Mor- mala. (9.05)	12-4	A 1.1	1-1	237	72	San-Félix	C.M.;m.m.;S.S.;B.	33.10	7.70	3.92	.....	Barcelone	Capt	St-M. 1.1			
				1P-B	236	0.05	de Guizot	d.m.9.05;rp.05.	106-7	29-4	12-11							
2	XENOPHON (ex-Yacatan), Hineau. (12.06)	10-2	A 1.1	0-1	59	83	Luxemburg	S.P.-B.-H.;c.m.-lg; (N-S)	26.37	7.55	2.74	.....	St-Malo	La Morue	St-M. 2.07			
						0.99	(sal);sfb;car.1.02.		86-2	24-9	2-7				Française c. v. 2.07			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE gross Register under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY													
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER																											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																															
	DATE OF TERM				IN METERS															IN FEET AND INCHES												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19														
.	1	Y, <i>Le Sauc.</i> (7.98)	10-4	—	—	Slp	20	Frç	89 O.98	Paimpol <i>L. Labourer</i>	C-Or-S;ch.frg;sfb; S.A.p.8.98;rp-car.7.98.	11.5 37 9	4 5 14-9	2.10 6-11	.....	Paimpol	S. Meudal (à Pleubian)	Chb.01														
+	2	YALC'HICK, <i>du Perrayes.</i> Yacht. (9.96)	12	3/3, Y	1.1.	Slp	6	Frç	96	Paimpol <i>Gouasdoné</i>	C-PP-T;ch.cv;q. plomb;sfb;p.T.	12.50 41-0	2.32 7-8	1.66 5-5	.....	Quimper	du Perrayes	Pmp96														
+	3	YAMATO-DAMISHI, <i>Seidmore.</i> Yacht. (7.98)	12	3/3, Y	1.1.	Glt	34	Jap	98	Yokohama <i>Kinsaburo</i>	Bois durs-P-T;ch. cv;d.m.3.98.	19.81 65-0	4.80 15-9	2.44 8-0	.....	Yokohama	George Haw- thorneSeidmore	Ykh.02 c.v.02														
+	4	YANN, <i>Lemasson.</i> (6.96) Yacht.	14	3/3, Y	1.1.	Slp	19 8	Frç	96	Paimpol <i>Labourer</i>	C-Or;ch-frg;d.ft- cv.6.96.	13.55 44-6	4.30 14-1	2.32 7-7	.....	Paimpol	Lemasson (à Guingamp)	Pmp96														
.	5	YMER, <i>Rönholm.</i> (2.07) 06-06	13-4	3/3, A	1.1.	Bq 1 P-B	898 853 788	Rss	85 O.07	Arendal	P-PP-C;ch.m-frg; SS.03;d.ft-m.12.06; rp.06.	52.43 172-0	10.80 35-5	6.10 20-0	.....	Nystad	A. Zacharias- son	Chrt. 2.07														
.	6	YNES (ex-Ines), <i>Berndtsson.</i> (3.98)	10-4	—	—	Bk 1 P-B	277 249	Sds	42 re.59 O.98	Viborg	C-P;ch.m-frg;sfb;re.59; grp.91;rp-car.10.91.	—	—	—	.....	Morlanda	N. Olsson (à Glimsås)	Got. 00														
.	7	YOUNG-FOX, <i>Fox, W.</i> (6.06)	14-6	3/3, G	1.1.	Kt	97 80 95	Ang	93 O.06	Goole	C-Or;ch-m.frg;sfb; car.SS.6.06.	25.29 83-0	6.55 21-6	2.77 9-1	14 17	Goole	Capt	Plm. 6.06														
.	8	YOUNG-TOM, <i>Rosevear.</i> —-03 (1.05)	13-3	3/3, P	1.1.	Kt	88 67	Ang	84 O.01	Brixham <i>Devon</i>	C-Or;ch-m-frg;sfb; car.3.01;rp.05.	24.40 80-1	6.30 20-8	3.15 10-4	.....	London	H. Barnett	Ld. 1 05 c.v.1.05														
.	9	YQUELONNAISE (ex-Albert), <i>Jouquand.</i> (5.97)	9-3	5/6, P	1.1.	Glt	57 39	Frç	re.01 O.07	Terreneuve	Sp-B-Ht;ch.m-fr; (sal);sfb;rp-car.4.07.	2.16 72-8	5.85 19-2	2.62 8-7	.....	St-Pierre- Miquelon	M <sup>ce</sup> Lefevre & Cie	St-P. 4.07														
+	10	YRSA, <i>Rasmussen.</i> (7.92)	16	3/3, G	1.1.	G3m	231 200 221	Dan	02	Svendborg <i>Poulsen&amp;Jensen</i>	C-Ht;ch.frg;(sal); sfb;rp-car.9.06.	34.56 113-5	8.35 27-5	3.67 12-0	.....	Svendborg	R. W. Möller	Svdb. 9.06														
+	11	YRSA, <i>Albertsen.</i> (5.02) 07-07	16	3/3, G	1.1.	G3m	117 100 112	Dan	02	Marstal <i>G. H. C. Clausen</i>	C-Ht;ch.frg;(sal); sfb;car.4.07.	27.62 90-8	7.31 24-0	2.73 9-0	.....	Marstal	A. C. Chris- tensen	Svdb. 4.07														
.	12	YSTÄVÄT, <i>Aaltonen.</i> (1.05)	8-3	5/6, G	1.1.	Bq 1 P-B	654	Rss	69 re.90 O.05	Nystad <i>H. Kjälström</i>	P-S.ch.m-fr;p.n.00;sf; bois 5.05;car.5.05.	47.5 155-11	10.4 34-2	6.04 19-10	.....	Nystad	Joh. Saarinen <sup>0</sup> Abt	5.05														
+	13	YVETTE, <i>Lefevre.</i> (2.96)	13	3/3, G	1 1	B-G 3m	230 176	Frç	96 O.05	St-Malo <i>Gautier fils</i>	C-Or;ch.m.frg;(sal) p.PP.07;sfb.car.12.04.	36.05 118-3	8.10 26-7	3.57 11-9	.....	Granville	E. Fontaine	Grv. 2.07														
+	14	YVONNE, <i>Caous.</i> (8.03) 01-03	13	3/3, G	1.1.	Glt	164 128	Frç	03	Paimpol <i>Perrot</i>	C-Ht-Or;ch.frg;sfb;	32.46 100-6	7.37 24 3	3.62 11 11	.....	Paimpol	Y. Le Goaster	Pmp 11 05														
+	15	YVONNE, <i>Busson.</i> (8.93)	16	3/3, G	1.1.	Glt	152 116	Frç	93 O.02	Paimpol <i>Labourer</i>	C-Or.ch.frg.sfb; (sal);p.S;car.02.	30.62 100-6	7.07 23-2	3.53 11-7	.....	St-Servan	de la Celle	St-M. 2.06 c.v.2.06														

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



Surveillance spec.	NAVIRES & CAPITAINES		CLASSIFICATION		GREEMENT NOMBRE ET TONS	TONNAGE — Brut — Net — Sous le pont	PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALLE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE												
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE		DIVISION & TERME	COTE																											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																														
	DATE DU TERME																														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19													
✠	16	YVONNE,..... Yacht. (3.07)	13	R	..	..	..	Frç	07	Maisons-Laffitte G. De Cominck & Co	C-Ac-PP-T; ch. cv. frg; sfb.	8.74 28-4	1.62 5-4		.....	Paris	Monnot	Paris	3.07												
✠	17	YVONNE-ANTOINETTE, Jannot. (8.04) 01 - 04	13	3/3, G 1.1. A. & C.P.	Dy	86 69	Frç	04	Kerity Bonne	C-Or-Ht. ch. frg; sfb; rp-car. 9.05.	21.75 71-4	6.58 21-7	2.90 9-6	.....	Bordeaux	Bugat & Jannot	L-R.	9.05													
✠	18	YVONNE-VALENTINE. Le Bi- deau. (5.93)	13	3/3, G 1.1.	Glt	95 77	Frç	93 O.99	Nantes E. Alleau	C-Or; ch. frg; sfb; grp; 99; car. 11.04; rp. 04.	24.55 80-7	6.19 20-4	2.79 9-3	.....	Nantes	P. Ch. Grenet	St-M04														

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — GROSS — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HOLD	FREE- BOARD SALT WATER W.N.A. in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	DATE OF TERM													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																		
	DATE OF TERM																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
+	1	ZAIMA, <i>Tobiasson.</i> (2.07)	14-2	3/3, A	1.1.	Bk 1 P-B	352 318 327	Sds	83 0.07	Gothembourg <i>J. E. Hube</i>	C-S; ch.m-frg;(sal);SS. 02;d.ft-m.2.02;rp.07.	37.0 121-5	7.9 26-0	4.60 15-1	.....	Mollosund	A. Mattsson	Got. 4.07 c.v. 4.07	
+	2	ZAMPA, <i>Petersen.</i> (5.02) — -02	16	3/3, G	1.1.	G3m	224 196 212	Dan	02	Troense <i>Z. T. Jacobsen</i>	C-Ht; ch.frg;(sal); sfb.	34.56 113-5	8.10 26-7	3.61 11-10	.....	Svendborg	H. A. Hansen (Thurö)	Svdb. 11.05 c.v. 05	
.	3	ZANRAK, <i>Mathiesen.</i> (12.87)	11-5	—	—	Bq 1 P-B	606 565 551	Nrw	78 0.87	Arendal	C-P-PP.ch.m-frg; (sal);p.P;d.ft-m.6.90.	44.2 145-0	10.1 33-0	5.33 17-6	.....	Arendal	T. Thomme- sen & Søn	N-Y.90	
.	4	ZARITZA, <i>Nilsson.</i> (4.00)	14-4	—	—	Bq 2 P	949 903	Sds	54 0.00	Portsmouth	C-PP.ch.ov.grp.66; SS.96;sf.p.d.ft-m. 4.96;rp.00.	54.1 177-6	9.9 32-6	6.62 21-8	.....	Cimbris- hamn	J. M. Bjørke- gren	Got. 00	
.	5	ZASSIMO-DE-SAWATHI, <i>Ovtschinnicof.</i> (4.07)	8-2	3/3, P	1.1.	Glt	104 99	Rss	88 0.05	Kouchereki <i>J. Khohlin</i>	P;ch.fr;(sal);sfb; car.5.05.	23.52 77-6	6.65 21-10	2.70 8-10	.....	Archangel	Capt	Ptb. 4.07	
+	6	ZEELANDIA, <i>Bleker.</i> (10.06) Oil-barge.	1	3/3, P	1.1.	2 m	591 545	P-B	06	Rotterdam <i>Rott. Droogdok M<sup>(1)</sup></i>	A; 15 comp; 1 p.A.	50.39 165-0	9.14 30-0	4.11 13-6	27 30	Rotterdam	Ph. van Ommeren	Rd. 10.06	
.	7	ZEEMEEUW, <i>Westers, K.</i> (2.07)	1	3/3, P	1.1.	Hk dv 1 m b-c	96 73 82	P-B	07	Groningen <i>W. Robertus</i>	A; 2 comp; R.R. 4 m 60; 1 p. A.	26.06 85-6	5.30 17-5	2.11 6-11	.....	Groningen	Capt	Eng. 2.07	
.	8	ZEFIROS, <i>Kefalos.</i> (10.00)	12-2	—	—	Bk 1 P-B	330	Grc	78 0.98	Galaxidi	C-P-Ml;ch.m-frg;d. ft-m.10.00;grp.SS.98.	32.00 105-0	8.00 26-5	5.40 17-8	.....	Chios	Costandinos Kefalos	Alx. 00	
+	9	ZEFYR, <i>Svensson.</i> (5.02)	12	3/3, G	1.1.	Glt	157 130	Sds	02	Sjötorp <i>S. Groth</i>	P-C;ch.frg;(sal); sfb.	30.69 100-8	6.45 21-2	2.80 9-2	.....	Mariestad	S. Groth	Got. 04	
+	10	ZENITH, <i>Kirschstein.</i> (8.97) (3/3, G. 1.1.)	11	...	..	Glt	209 198 190	Rss	97	Rojen <i>F. Paksi</i>	P-C;ch.fr;sfb;(sal); car.3.02.	27.86 91-5	7.24 23-9	3.89 12-9	.....	Riga	Jan Kirsch- stein	Lib. 02	
+	11	ZENITHA, <i>Jensen.</i> (3.04) 02 - 04	16	3/3, G	1.1.	G3m	226 195 214	Dan	04	Svendborg <i>J.R. Andersen</i>	C-Ht;ch.frg;(sal); sfb.	34.87 114.5	8.16 26-9	3.55 11-8	.....	Svendborg	C.V. Petersen	Svdb. 2.07	
+	12	ZENSONS, <i>Stahl.</i> (9.06) 00 - 06	12	3/3, G	1.1.	G3m	316 258	Rss	06	Ilmaten <i>Morgenstern</i>	P-C;ch.frg;(sal); sfb.	38.83 127-5	8.13 26-8	3.96 13-0	.....	Riga	I. Stahl & C <sup>o</sup>	Riga 9.06	
.	13	ZEPHYR, <i>Peters, H.</i> (7.95)	11-5	—	—	B-G	148 133	Ang	65 0.95	Jersey <i>Phil- lip Billet &amp; Co</i>	C-PP-Or;ch.m-fr;p. S.95;d.ft-m.7.95.	29.39 96-5	8.74 28-8	3.66 12-0	.....	Plymouth	W. Burgoyne	Plm.95	
+	14	ZEPHYR, <i>Hansen.</i> (7.05) 92 - 98	12-3	3/3, A	1.1.	G3m	276 263 269	Dan	94 0.05	Figeholm <i>C. Hasselbom</i>	P-C;ch.m-frg;(sal); d.ft-m.11.05.	37.60 123-4	7.59 24-11	3.56 11-8	.....	Marstal	Agent Peter- sen	Hbg 11.05	
+	15	ZEPHYR, <i>Jørgensen.</i> (2.06)	14-3	3/3, G	1.1.	Glt	149 129 121	Nrw	82 0.06	Kolboda <i>H. Olsén</i>	S-C;ch.m-frg.sfb;(sal); car.5.06;rp.SS.06.	24.9 81-9	6.7 22-0	3.19 10-5	.....	Christian- sand	Rudolf Tor- jusén	Chrd. 3.07	

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ZWE

Surveillance spéc.	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONT	TONNAGE		PAVILLON	ANNÉE de la construction	PORT DE CONSTRUCTION — CONSTRUCTEURS	MATÉRIAUX		LONGUEUR EN MÈTRES EN PIEDS ET POUCES	LARGEUR EN MÈTRES EN PIEDS ET POUCES	CREUX DE CALE EN MÈTRES EN PIEDS ET POUCES	FRANC BORD EAU SALEE H.A.N. 11 pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE			
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut — Net — Sous le pont					DOUBLAGE — RÉPARATIONS											
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																							
	DATE DU TERME																							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19						
✠	16	ZERIBA, <i>Grikhe.</i> 98 - 01	(9.01)	11-3	—	—	G3m	$\frac{332}{298}$	Rss	90 O.01	Uppesgriv <i>R. Taum</i>	C-P.ch.frg;sfb; SS.01;rp-car.4.03.	$\frac{39.70}{130-3}$	$\frac{8.18}{26-10}$	$\frac{4.00}{13-2}$	.....	Riga	J. Puhling	Flm.03					
.	17	ZERIBA, <i>Reck.</i> (7.94)	(7.94)	8-3	—	—	Glt	46	Rss	92	Gros-Irben <i>P. Melk</i>	C-P;ch.fr;sfb;à clin	$\frac{15.76}{56-6}$	$\frac{5.62}{19-6}$	$\frac{2.23}{8-6}$	.....	Libau	Demberg (à Klein-Irben)	Riga 94					
✠	18	ZEUS, <i>Sörensen. M. S.</i> 03 - 06	(4.06)	16	3/3, P	1.1.	Glt	$\frac{54}{40-49}$	Dan	06	Marstal <i>L. J. Bager Jr</i>	C-Ht;ch.frg;(sal); sfb.	$\frac{21.25}{69-9}$	$\frac{5.65}{18-6}$	$\frac{2.04}{6-8}$	.....	Marstal	Capt	Svdb. 4.06					
.	19	ZEUS, <i>Ohlsson.</i> (11.02)	(11.02)	9-8	3/3, P	1.1.	Glt	$\frac{116}{100}$	Sds	01 O.07	Sjötorp <i>C. Larsson</i>	P-C;ch.frg;(sal); sfb;car.5.07.	$\frac{25.64}{84-2}$	$\frac{6.95}{22-10}$	$\frac{2.74}{9.0}$	.....	Motala	A. Pettersson	Hlsb. 5.07					
✠	20	ZEUS, <i>Hansson, C.P.</i> (9.05)	(9.05)	12	3/3, P	1.1.	Glt	$\frac{87}{73-78}$	Sds	05	Sjötorp <i>S. Groth</i>	P-C;ch.frg;(sal); sfb.	$\frac{24.08}{79-0}$	$\frac{6.23}{20-5}$	$\frac{2.44}{8-0}$	.....	Helsing- borg	Capt	Hlsb. 8.07 c.v.8.07					
.	21	ZIGOMALAS ( <i>ex-Martà</i> ), <i>Le- mos, St.</i> (10.06)	(10.06)	13-2	3/3, G	1.1.	Bq 1 P-B	$\frac{702}{652}$	Trc	$\frac{75}{re.03}$ O.06	Lussinpiccolo	C-M1-Ht;ch.m.fr;d.ft. m.6.03;rc.SS.03;rp.06.	—	—	—	.....	Chios	Capt	Cnst. 10.06 c.v.10.06					
.	22	ZIPPORA, <i>Hansson.</i> 00 - 00	(4.01)	10-6	—	—	Gls	67	Sds	89 O.01	Bergen	P;ch.frg;(sal);sfb; rp-car.1.02.	$\frac{24.30}{79-9}$	$\frac{6.00}{19-8}$	$\frac{2.56}{8-6}$	.....	Donsö	O. Hansson	Kngh. 4.05					
✠	23	ZIPPORAH, <i>Rault.</i> (3/3, G. 1.1.)	(3.92)	16	...	..	Glt 1 P-B	$\frac{95}{86}$	Ang	92 O.02	Paimpol <i>Laboureur</i>	C-Or;ch.m-frg;sfb;p.S; (sal);d.ft.m.8.02;rp.02.	$\frac{24.68}{81-0}$	$\frac{6.06}{19-10}$	$\frac{2.95}{9-9}$	==	Port-Louis (Maurice)	Hajee Aga Ab- dool Rassool & Co	Mau 02					
.	24	ZOSSIMOS, <i>Andonopoulo.</i> (10.00)	(10.00)	12-4	—	—	Glt 1 P-B	120	Trc	85 O.00	Barten	C-P;ch.m-frg;d.m. 12.99.	$\frac{22.30}{73-2}$	$\frac{7.22}{23-8}$	$\frac{4.05}{13-4}$	.....	Chio	N.Lemos & M. Andonopoulo	Smn 00					
✠	25	ZWALUW, <i>Slangenber.</i> (5.05)	(5.05)	I	3/3, A	1.1.	Slp 2 m	$\frac{164}{137-151}$	P.B	05	Hoogezand <i>E. J. Smit &amp; Zv</i>	A; 2 comp; $\frac{1}{2}$ D. 6m60; R. 3m50; p.A; car. 6.07.	$\frac{28.18}{92-6}$	$\frac{7.12}{23-4}$	$\frac{3.03}{9-11}$	.....	Groningen	R. J. Slangen- berg	Ld. 6.07					
.	26	ZWEI-GEBRÜDER, <i>Jung.</i> (12.99)	(12.99)	13-4	—	—	Glt	$\frac{76}{65-72}$	Alm	79 O.00	Barth <i>R. Schlör</i>	C-Ht;ch.frg;sfb;(sal); rp-car.SS.5.00.	$\frac{21.40}{70-2}$	$\frac{5.90}{19-4}$	$\frac{2.75}{9-0}$	.....	Stralsund	Capt	Kngh.02					
✠	27	ZWEI-GEBRÜDER, <i>Niemann, A.</i> (8.99)	(8.99)	13-6	—	—	Glt	$\frac{48}{37}$	Alm	85 O.99	Seedorf a/R. <i>G. Krüger</i>	C-Ht.ch.frg;sfb; SS.99;rp-car.11.00	$\frac{15.8}{51-10}$	$\frac{4.8}{15-9}$	$\frac{2.16}{7-1}$	.....	Stralsund	Capt(à Neuen- kirche a/R.)	Strs.02 c.v.02					

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

# SUPPLÉMENT







Surveillance spec	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD	EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	COTE			Brut Net Sous le pont				CONSTRUCTION — CONSTRUCTEURS		DOUBLAGE — RÉPARATIONS									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																						
DATE DU TERME			4	5	6	7	8	9	10	11	12	EN MÈTRES EN PIEDS ET POUCES			13	14	15	16	17	18	19		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



N. B.— Les traits ——— indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



[illegible]

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

Special survey	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	TONNAGE — gross — Register — under deck	FLAG	YEAR of construction	PORT OF CONSTRUCTION — BUILDERS	MATERIALS — SHEATHING — REPAIRS	LENGTH	BEAM	DEPTH OF HULL	FREE BOARD	SALT WATER W.N.A. — in inches	PORT OF REGISTRY	OWNERS	LAST SURVEY		
	PRESSURE AND DATE OF SURVEY OF DONKEY BOILER			DIVISION AND TERM	CHARACTER	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																
	DATE OF TERM																					
	1	2	3																			
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19							

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

[illegible]

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N. B — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



[illegible]

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

[illegible]

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



[illegible]

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



[illegible]

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



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Aut. - ellance spec.	NAVIRES & CAPITAINES			CLASSIFICATION			TONNAGE		PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD EAU SALÉE H.A.N. en pouces	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
	PRESSION ET DATE DE VISITE DE LA PETITE CHAUDIÈRE			DIVISION & TERME	CÔTE		Brut Net Sous le pont	CONSTRUCTION CONSTRUCTEURS			DOUBLAGE RÉPARATIONS	EN MÈTRES EN PIÈDS ET POUCES									
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL																				
	DATE DU TERME																				
	2	3			4	5							6	7							

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



[illegible]

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





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Surveillance spée

NAVIRES & CAPITAINE		CLASSIFICATION			GREEMENT NOMBRE DE POST.	TONNAGE		PAVILLON	ANNÉE de la construction	PORT		MATÉRIAUX		LONGUEUR	LARGEUR	CREUX DE CALE	FRANC BORD	PORT D'ARMEMENT	ARMATEURS	DERNIÈRE VISITE
PRÉVISION ET DATE DE VISITE DE LA PETITE CHANCIERIE		DIVISION & TERME	COTE			Brut	Net			CONSTRUCTION	DOUBLAGE	RÉPARATIONS								
DATE DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL			4	5	6			8	9				10	11	12					
DATE DU TERME		13				14	15			16	17	18				19				
8	9		4	5	6			7	8				9	10	11		12	13	14	15

N. B — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



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[illegible]





[illegible]

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[illegible]

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N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

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[illegible]

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[illegible]

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# REGISTRE 1908

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NAVIRES A VAPEUR — STEAMERS

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DAMPFSCHIFFE

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT — NOMBRE DE FONTS	TONNAGE — T. R. U.	PAVILLON	ANNEE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGUEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC-BOUD — ÉTÉ HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
✠	1	A.-E.-AMES, Hayton. — 03 Great Lakes Nav. (6.03)	I	3/3, G	1.1.	2 m	2	1637 1041 1562	Ang	03	Northumberland Shipb. & Eng. Co Ltd Howden o/T.	A; hél; 5 comp; awningd; (Wb. cell. 357 t.; C.R. 14 t.; C.A. 45 t.) 2 P.A.	75.03 246-2	11.27 37-0	6.55 21-6	13 1/2 15 1/2 17 1/2	Newcastle o/Tyne	N-C. 03
	2	A.-E.-NORDENSKJÖLD, Paourman. (5.98)	II	—	—	Glt		310 203 277	Rss	79 V.98	Kockums Mek. Verkstad Malmö	F-C-P; hél; 4 comp; D.10m40; srb; rp-car. SS.4.95.	42.70 140-0	7.40 24-3	3.72 12-3	.....	Reval	Ptb. 98
✠	3	A.-E.-STEWART, ..... ELECTR. (7.02)	I	—	—	2 m	1	3943 3049	Amr	02	West Bay City Ship- building Co Detroit	A; hél; 4 comp; (Wb.).	108.51 356-0	15.24 50-0	8.54 28-0	.....	Détroit	Clv. 02
✠	4	A.-L.-B., Mathiesen. 89-04 (2.04)	I	3/3, P	1.1.	2 m		97 40 78	Dan	04	Kjöbenhavn Flyde- dok & Skibsværft Copenhagen	A; hél; 5 comp; 1/2 D. 10m14; R. 6m92; G. 3m28; (Wb. C.A. 4 t; C.R. 8 t.); 1 p. P; car. 5.07.	30.95 101-7	5.68 18-8	2.20 7-3	.....	Svondborg	Svob. 5.07
✠	5	A.-W.-KAFEMANN, Dü- ring. (4.05)	I	3/3, L	1.1.	Glt		835 496 640	Alm	92 III 05	F. W. Klawitter Danzig	A, hél; 5 comp; wetld; 1/2 D. 21m42; R. 16m; G. 7m94; (Wb. cell. 196 t; C.R. 8 t.); 1 p. A; rp-05; car. 4.06.	64.92 213-0	8.95 29-4	4.80 15-9	[20 1/2] [22.0] [25.0]	Danzig	Dz. 4.06
✠	6	A.-WICANDER, Westling. ELECTR. (5.03)	I	3/3, A	1.1.	Glt		954 705 735	Sds	91 V.03	Motala Mek. Verkst. Göteborg	A; hél; 5 comp; wetld; 1/2 D. 22m; R. 15m70; G. 7m; (Wb. cell. 226 t; C.R. 23 t.); 1 p. A; rp-car. 2.07.	72.33 204-6	9.00 29-6	5.18 17-0	19.0 21.0 25.0	Stockholm	Rd. 2.07
✠	7	ABBAZIA, Akacic. (4.02) ELECTR.	I	—	—	2 m		142 69 121	Aut	02	M. U. Martinolich Lussinpiccolo	A; hél; 5 comp; D. 14m70; R. 32m60; p. T.	36.67 120-4	5.37 17-8	2.77 9-1	.....	Fiume	Trst. 02
✠	8	ABD-EL-KADER, Fan- tozzi. (12.05)	I	3/3, L	1.1.	B-G		1801 931 1220	Frq	80 V.05	J. Elder & Co Glasgow	F; hél; 7 comp; spard; G. 14m32; 2 p. P.P; rp. 05; car 1.07.	95.1 310-2	10.2 33-6	5.08 24-4 16-8	.....	Marseille	Mrs. 1 07
✠	9	ABEILLE-1, Chauvelon. (12.06)	I	3/3, P	1.1.	1 m		68 10 62	Frq	06	de la Brosse & Fou- ché Nantes	A; hél; 6 comp; 1 p. Sp.	22.41 73-6	4.71 15-5	2.37 7-10	.....	Nantes	Nt. 12.06
✠	10	ABEILLE-2, Bruneau. (12.06)	I	3/3, P	1.1.	1 m		68 10 62	Frq	06	de la Brosse & Fou- ché Nantes	A; hél; 6 comp; 1 p. Sp.	22.41 73-6	4.71 15-5	2.37 7-10	.....	Nantes	Nt. 12.06
✠	11	ABEILLE-3, Chauvelon. (3.07)	I	3/3, P	1.1.	1 m		68 10 62	Frq	07	de la Brosse & Fou- ché Nantes	A; hél; 6 comp; 1 p. Sp.	22.41 73-6	4.71 15-5	2.37 7-10	.....	Nantes	Nt. 3.07
✠	12	ABEILLE-4, Bruneau. (3.07)	I	3/3, P	1.1.	1 m		68 10 62	Frq	07	de la Brosse & Fou- ché Nantes	A; hél; 6 comp; 1 p. Sp.	22.41 73-6	4.71 15-5	2.37 7-10	.....	Nantes	Nt. 3.07

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CREDIT	NOMBRE	CYLINDRES		COURSE des pistons en cent. pouces	Forces nominale en chevaux et nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION en livres par pouce carré	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION			
						DIAMÈTRES EN CENTIMÈTRES EN POUCES								Diamèt. Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	surf. de grille en m. carr. en p. carr.				surf. de chauffe en m. carr. en p. carr.		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
1	Canadian, Ocean & Inland Navig. Co Ld (a Toronto)	✠	Tr. Exp. (4.03)	3	52-84-137 20.5-33-54	91 36	222 1250 84	Wallsend Slipway & Eng. Co Ld Newcastle o/T.1903	.....	✠	2 C	4.20 13-9	3.12 10-3	6 112	344 3700	12.6 180	Wallsend Slipway & Eng. Co Ld Newcastle o/T 1903	N-C.	03				
2	E. Boitel & Co	.	Comp. (5.98)	2	48-89 19-35	51 26	60 150	Kockums Mek. Verkstad Malmö 1880	.....	.	1 C	3.12 10-3	2.94 9-8	2 32	2.97 1040	97 70	4.92 Kockums Mek. Verkstad Malmö 1880	Pth. v.c.	98 98				
3	A. E. Stewart	✠	Tr. Exp. (7.02)	3	51-84-137 20-33-54	107 42	1000 85	Detroit Shipbuilding Co Detroit 1902	.....	✠	2 C	4.27 14-0	3.66 12-0	6 120	396 4251	12 170	Detroit Shipbuilding Co Detroit 1902	Clv.	02				
4	Sydfynske Dampskibs-Selskab	✠	Comp. (2.04)	2	36-71 14-28 PS. 6.06	46 18	46 230 140	Kjöbenhavns Flydedok&Skibsværft Copenhagen 1904	Svnh. 6.06	✠	1 C	2.90 9-6	2.90 9-6	2 25	2.32 706	65.66 120	8.4 Kjöbenhavns Flydedok&Skibsværft Copenhagen 1904	Svnh.	5.07				
5	Behnke & Sieg	✠	Tr. Exp. (4.05)	3	40-66-106 15.8-26-41.7 PS. 4.06	70 27.6	500 94	J. W. Klawitter Danzig 1892	Dz. 10.07	✠	2 C	2.80 9-2	2.70 8-10	4 43	4.00 1590	148 156	11 J. W. Klawitter Danzig 1892	Dz. 10.07 v.c.	05 3.05				
6	C. Wicander	✠	Tr. Exp. (5.03)	3	46-74-118 18-29-46.5 PS. 2.07	76 30	130	Motala Mek. Verkst. Aktiebolag. Motala 1891	Rd 2.07	✠	2 C	2.97 9-9	2.89 9-6	4 51	4.73 160	11.2 Motala Mek. Verkst. Aktiebolag. Lindholmen 1891	Stkh. v.c.	3.06 03					
7	Sta Ungaro-Croata di Navig. Maritt. a vapore	.	Comp. (4.02)	2	33-66 13-26	45 17.7	40 260 150	W. G. Greenham & Co Trieste 1902	.....	.	1 C	2.80 9-2	2.82 9-3	2 49.5	4.60 1044	97 121	8.5 W. G. Greenham & Co Trieste 1902	Trst.	02				
8	Compagnie Générale Transatlantique (à Paris)	✠	Comp. (12.05)	2	106.6-203 42-80 PS. 11.05	122 48	450 2000	John Elder & Co Glasgow 1880	Mrs. 05	✠	2 CD	4.20 13-7	5.60 18-3	12 240	22.30 85 4.5-64	6 Ateliers de Penhoët St-Nazaire 1905	Mrs. p.c.	05 05 v.c.					
9	E.de la Brosse & Fouché	✠	Comp. (12.06)	2	31-55 12-22	35 14	150 150	de la Brosse & Fouché Nantes 1906	Nt. 12.06	✠	1 C	2.50 8-2	2.90 9-6	1 24	2.20 687	64 114	8 de la Brosse & Fouché Nantes 1906	Nt.	12.06				
10	E.de la Brosse & Fouché	✠	Comp. (12.06)	2	31-55 12-22	35 14	150 150	de la Brosse & Fouché Nantes 1906	Nt. 12.06	✠	1 C	2.50 8-2	2.90 9-6	1 24	2.20 687	64 114	8 de la Brosse & Fouché Nantes 1906	Nt.	12.06				
11	E.de la Brosse & Fouché	✠	Comp. (3.07)	2	31-55 12-22	35 14	150 150	de la Brosse & Fouché Nantes 1907	Nt. 3.07	✠	1 C	2.50 8-2	2.90 9-6	1 24	2.20 687	64 114	8 de la Brosse & Fouché Nantes 1907	Nt.	3.07				
12	E.de la Brosse & Fouché	✠	Comp. (3.07)	2	31-55 12-22	35 14	150 150	de la Brosse & Fouché Nantes 1907	Nt. 3.07	✠	1 C	2.50 8-2	2.90 9-6	1 24	2.20 687	64 114	8 de la Brosse & Fouché Nantes 1907	Nt.	3.07				



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A.	PORT OF REGISTRY	LAST SURVEY												
	—						—					T. R. U.									PORT OF BUILDING		WATERTIGHT COMPARTMENTS ERECTED ON DECK WATERBALLAST, DECKS REPAIRS									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						—																									
	DATE OF TERM						—													IN METERS			IN FEET & INCHES									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18															
✠	13	ABEILLE-B, Houelbecq. (3.07)	Ⓜ	3/3,P	1.1.	1 m	68 10 62	Frç	07	de la Brosse & Fou- ché Nantes	A; hél; 6 comp; 1 p. Sp.	22.41 73-6	4.71 15-5	2.37 7-10	.....	Nantes	Nt. 3.07															
✠	14	ABEILLE-VII, Vanderbrucke. Remorqueur. 01-07	Ⓜ	3/3,P	1.1.	1 m	125 27 123	Frç	07	Forges et Chantiers Le Havre	A; hél; 4 comp; 1 p. P.	28.01 91-11	6.40 21-0	3.28 10-9	.....	Le Havre	Hv. 1.07															
✠	15	ABEILLE-XI, Corbet. (12.01)	Ⓜ	—	—	1 m	398 44 349	Frç	01	Lobnitz & Co Renfrew	A; 2 hél; 6 comp; R. 3m90; (WB.C. N. 10 t.; C. R. 9 t.); 1 p. A.	44.60 146-4	7.98 26-2	4.42 14-6	.....	Le Havre	Glsq. 01															
✠	16	ACAPULCO, Russell. (1.05)	Ⓜ	3/3,A	1.1.	Bk 3 P-S	2572 1759 2572	Amr	73 V.05	Harlan & Hollings- worth Wilmington (Del)	F; hél; 5 comp; spard; 1 p.P;2p.PP; rp-car.9.05.	88.39 290-0	12.19 40-0	6.10 20-0	.....	New-York	S-F.9.05															
✠	17	ACHILLEON, Macintyre. ELECTR. Hopper-Barge. (7.99)	Ⓜ	—	—	1 m	333 161 317	Rss	99	Wm Simons & Co Ld Renfrew	A; hél; 5 comp; (WB; N. 22 t.); 1 p. PP.	42.67 140-0	8.60 28-2	3.10 10-2	=====	St-Petersburg	Glsq. 99															
✠	18	ACHILLES, Poederbach. ELECTR. (9.06)	Ⓜ P. R.	3/3,L A.&C.P.	1.1.	2 m 2 P	1822 1126 1642	P. B	06	Nederl.Scheepsbouw Mij Amsterdam	A; hél; 7 comp; D. 5m35; R.36m39; G. 10m92; (WB. 412 t.); 2 p. A; car. 3.07.	87.44 286-11	12.24 40-2	5.69 18-8	$\frac{30}{33}$ $\frac{22.0}{35}$	Amsterdam	Am.3.07															
.	19	ACTIF, Magrin. (6.07)	Ⓜ	3/3,G	1.1.	Glt	781 436 700	Frç	83 V.07	A. Hall & Co Aberdeen	F; hél; 6 comp; wella; $\frac{1}{2}$ D. 22m56; R.7m62; G.14m32; (WB. A. 150t; R. 80 t); p.PP;grp.99; rp.07; car.6.07.	62.5 205-0	9.6 31-6	4.32 14-2	$\frac{20\frac{1}{2}}{22.0}$ $\frac{26.0}{26.0}$	Caen	N-C.6.07															
✠	20	ACTIVA, Petersen. (6.04)	Ⓜ	3/3,G	1.1.	Glt 1 P-B	556 320 477	Alm	83 V.04	Flensburger Schiff- bau-Gesellschaft Flensburg	F; hél; 5 comp; wella; $\frac{1}{2}$ D. 15m76; R. 14m03; G.5m64; (WT. 145 t;C.R. 7 t); 1 p. F; grp.04;car.6.06.	51.80 169-11	7.80 25-7	4.00 13-2	$\frac{16\frac{1}{2}}{18.0}$ $\frac{21\frac{1}{2}}{21\frac{1}{2}}$	Bremen	Kngb. 9.06															
.	21	ADA, Wübbst. (4.07)	Ⓜ	3/3,L A.&C.P.	1.1.	2 m 1 P-B	2730 1756 2502	Nrw	07	Bergens Mek. Verksted Bergen	A; hél; 6 comp; D. 7m32; R. 26m21; G. 8m; (WB. cell. 695 t; C. R. 107 t; C. N. 97 t.); 1 p. A.	97.90 321-3	13.71 45-0	7.04 23-1	$\frac{45\frac{1}{2}}{49}$ $\frac{51}{51}$	Christiania	Chrt. 4.07															
✠	22	ADELE (ex-Dirksdörp), Bönchen. (1.97)	Ⓜ	—	—	Glt	390 257 320	Alm	92 V.97	Howaldtswerke Kiel	A; hél; 5 comp; $\frac{1}{2}$ D. (WB. E. & B. & ca. R. 80 t.); 1 p. A; car.5.97.	45.59 149-7	7.43 24-4	3.28 10-9	.....	Kiel	Kngb. 99															
✠	23	ADJADER, ..... (4.00) Drague.	Ⓜ	—	—	1 m	319 195 311	Rss	01	Danubius Schoeni- ohen Hartmann Budapest	A; hél; 8 comp; (WB. N. 29 t.; R. 2 t.); 1 p. A.	46.17 151-6	9.00 29-6	3.96 13-0	.....	Nicolaieff	Bdp. 00															
✠	24	ADMINISTRATEUR-LOUIS- STEENS, Desmet (4.05) Remorqueur.	Ⓜ	3/3, I	1.1.	1 m	49 — —	Blg	00 V.05	Vandamme frères & Adam Baesrode	A-F; hél; 4 comp; 1 p. F; car. 4.05.	19.80 65-0	4.30 14-1	2.07 6-10	.....	Bruxelles	Av. 4.05															

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY OF BOILERS
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION									
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches				Diamet.	Length	NUMBER			grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE	Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
																				IN METERS IN FEET AND INCHES				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
13	E.de la Brosse & Fouché	✠	Comp. (3.07)	2	31 - 55 12 - 22	35 14	150 150	de la Brosse & Fouché Nantes 1907	Nt. 3.07	✠	1 C	2.50 8-2	2.90 9-6	1	2.20 24	64 687	8 114	de la Brosse & Fouché Nantes 1907	Nt. 3.07					
14	Sté de Remorquage « Les Abeilles »	✠	Comp. (1.07)	2	45 - 90 18 - 36	60 23.5	400 100	Forges & Chantiers Le Havre 1907	Hv. 1.07	✠	1 C	3.65 12-0	3.04 10-0	2	4.40 47	123 1322	8 114	Forges & Chantiers Le Havre 1907	Hv. 1.07					
15	Sté de Remorquage « Les Abeilles »	✠	2 Tr. Exp (12.01)	6	33 - 56 - 89 13 - 22 - 35	69 27	155 1000 108	Lobnitz & Co Renfrew 1901	.....	✠	2 C	4.04 13-3	3.05 10-0	6	10.53 108	255 2740	11.2 160	Lobnitz & Co Renfrew 1901	Gls. 01					
16	Pacific Mail Steam- ship Co	.	Comp. (1.05)	2	127 - 218 50 - 86	107 42	1750	John Elder & Co Glasgow 1873	S-F. 1.05	.	4 C	3.96 13-0	3.20 10-6	12	22.30 240		4.22 60	J. Roach & Son New-York 1884	S-F. 1.05 v. c. 1.05					
17	Gouvernement Impérial de Russie	✠	Comp. (7.99)	2	42 - 84 16.5 - 33	53 21	45 300 140	Wm Simons & Co Ld Renfrew 1899	.....	✠	1 C	3.20 10-6	2.89 9-6	2	3.34 36	13.76 794	8.4 120	W. Simons & Co Ld Renfrew 1899	Gls. 99					
18	Koninklijke Neder- landsche Stoomboot Mij	✠	Triple (9.06)	3	53 - 83 - 140 21-33-55	90 35.5	200 1000 80	Nederl. Fabriek Amsterdam 1906	Am. 9.06	✠	2 C	4.00 13-2	3.41 11-2	6	8.40 90	334 3600	11.2 160 8.4-120	Nederl. Fabriek Amsterdam 1906	Am. 9.06					
19	Société Navale Caen- naise (G. Lamy & Co)	.	Comp. (6.07)	2	69 - 127 27 - 50 PS. 6.07	81 33	100 440 70	Blaikie Bros Aberdeen 1883	N-C. 6.07	✠	1 C	4.42 14-6	3.21 10-6	3	5.94 64	189 2032	5.50 78 6-80	Caillard Frères Havre 1895	N-C. 6.07 v. c. 6.07					
20	Dampfschiffahrts-Ge- sellschaft « Neptun »	✠	Comp. (6.04)	2	54 - 96 21 - 38 PS. n. 04; v. 6.06	68 27	60 270 74	Flensburger Schiff- bau-Gesellschaft Flensburg 1883	Wes. 6.06	✠	2 C	2.60 8-6	2.74 9-0	2	2.70 29	118 1260	6.57 92	Möller & Holberg. Stettin 1890	Wes. 04 v. c. 04					
21	Aktieselskabet « Ada » (H. Waage)	.	Triple (4.07)	3	56 - 94 - 157 22-37-62	99 39	267 1200 60	Bergens Mek. Verksted Bergen 1907	Chrt. 4.07	.	2 C	4.49 14 9	3.18 10-5	6	10.24 110	388 4180	12.6 180 7-100	Bergens Mek. Verksted Bergen 1907	Chrt. 4.07					
22	Sartori & Berger	✠	Tr. Exp (1.97)	3	24.5-37.5-62 9.8-14.8-24.4	30.5 12	160 180	Howaldtswerke Kiel 1892	.....	✠	2 C	1.80 5-11	2.41 7-11	1	0.99 10.6	32 344	12 170	Howaldtswerke Kiel 1892	Kngb. 99 v. c. 97					
23	Gouvernement Impérial de Russie	✠	Comp. (4.00)	2	52 - 82 21 - 32	45 18	330 150	Danubius Schoeni- chen Hartmann Budapest 1900	.....	✠	1 C	3.20 10-6	3.10 10-2	2	4.20 45	150 1613	8.5 121	Danubius Schoeni- chen Hartmann Budapest 1900	Bdp. 00					
24	Soc. Anon. du Canal et des Installations ma- ritimes	✠	Comp. (4.05)	2	25 - 45 10 - 18 PS. n. 4.05	30 12	95 175	H. Longtin & Le Hardy de Beaulieu Jette-St-Pierre 1900	Av. 4.05	✠	1 C	2.30 7-7	2.80 9-2	1	1.50 16	50 537	10 142	A. F. Smulders Grâce-Berleur 1900	Av. 4.05 v. c. 4.05					

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT	NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATERIAUX PROPULSEUR	LONGUEUR	LARGEUR	CREUX	FRANC BORD ETE HIVER H.A.N. en pouces	PORT	LIEU ou DATE de la DERNIERE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						T.	R.											U.
	DATE DU TERME																		
	1	2	3																
✠	25	ADMIRAAL-DE-RUIJTER, ELECTR. de Witt. (5.07) Turret.	■	3/3, L	1.1.	12 m 1 P-B	5395 3449 4016	P. B	07	W. Doxford & Sons Ltd Sunderland	A; hél; 17 comp; D. 23m57; G. 8m89; (WB. cell. 1319 t; cales 956 t; C. R. 22 t; C. N. 312 t.); 1 p. A.	118.90 390-10	17.71 58-10	6.74 22-10	141 145	Rotterdam	N-C.5.07		
✠	26	ADMIRAAL-DE-RUIJTER, Kruger. (7.07) Remorqueur.	■	3/3, G	1.1.	1 m	64 30 64	P. B	07	J. Drewes Gideon (Haren)	A; hél; 5 comp; 1 p. T.	25.48 83-7	5.72 18-10	2.60 8-7	.....	Ymuiden	Gng.7.07		
•	27	ADMIRAL, Evain. (7.04) Chalutier.	■	3/3, G	1.1.	2 m	124 90	Frq	91 V.04	Hawthorns & Co Leith	A; hél; 5 comp; grp.05; rp-car. 6.07.	30.29 99-5	6.10 20-0	3.08 10-1	.....	Le Croisic	Nt. 6.07		
✠	28	ADOLF, Kier. (3.93) ELECTR.	■	—	—	Glt	986 575 695	Alm	89 V.93	Rost. Act. Ges. für Schiff & Maschinen- bau Rostock	A; hél; 5 comp; welld; ½ D. 23m16; R. 15m77; G. 7m00; (WB. cell. 250 t.; C. R. 15 t.); 1 p. A; rp-car. 1.95.	65.58 215-2	9.61 31-7	4.02 18-3	==	Flensburg	Flsb. 95		
✠	29	ADOLF-AGATHE, Jürgen- sohn. (8.00)	■	—	—	...	86 52	Rss	00	A. Augsburg Riga	A; hél; 6 comp.	30.00 98-5	5.50 18-0	2.60 8-6	.....	Riga	Riga 00		
✠	30	ADOLPH, Jørgensen. Allège. (4.04)	⊙	3/3, P	1.1.	2 m	246 130 212	Dan	00 V.04	Kjöbenhavns Flyde- dok og Skibsværft Copenhagen	A; hél; 6 comp; (WB. C. R. 4 t.; C. N. 15 t.); p. A; rp.04; car. 6.07.	37.29 122-4	7.35 24-1	2.80 9-2	.....	Copenhagen	Cph. 6.07		
✠	31	ADONIS, Boerhave. (9.05) ELECTR.	■	3/3, L	1.1.	2 m 2 P	1533 987 1214	P. B	05	Ryckee & Co Rotterdam	A; hél; 6 comp; ½ D. 23m47; R. 18m13; G. 8m54; (WB. cell. 250 t.); 1 p. A; 1 p. P; car. 8.07.	72.20 250-0	10.50 34-6	6.33 20-9	.....	Amsterdam	Am. 8.07		
•	32	ADOUB, Tollis. (3.05)	■	3/3, L	1.1.	Glt 1 P-B	1112 666 943	Frq	82 V.05	Palmer's Shipbuild- ing Co Newcastle o/T.	F; hél; 5 comp; welld; ½ D. 9m40; G. 8m34; (WB. cales N. & R. 276 t.; C. R. 17 t.); 1 p. F; car. 4.05; rp.05.	72.72 238-7	9.95 32-8	4.99 16-4	[24½ 26½ 29½]	La Rochelle	L-R. 12.05		
✠	33	ADOUB-N°-3, Le Griffon. Remorqueur. (8.07)	■	3/3, P	1.1.	1 m	289 ... 219	Frq	95 V.07	Forges & Chantiers Le Havre	A; aubes; 6 comp; 1 p. A; car. 6.07.	36.30 119-1	7.21 23-8	3.79 12-5	.....	Bayonne	Bay. 8.07		
✠	34	AERÖ, Frantzen. (1.00)	■	—	—	2 m	85 20 66	Dan	00	Flensb. Schiffbau- Gesellschaft Flensburg	A; hél; 5 comp; ½ D. 8m23.	25.00 82-0	5.34 17-6	2.29 7-6	.....	Aeröskjöbing	Flsb. 00		
✠	35	AFFONSO-PENNA, Stuit. ELECTR. Drague. (5.07)	■	3/3, R	1.1.	—	378	Brs	07	Werf Conrad Haarlem	A; hél; 9 comp.	43.50 142-9	9.00 29-6	3.48 11-5	.....	Bahia	Am. 5.07		
	36																		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



[illegible]



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS				LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				PROPELLER									
	DATE OF TERM						U.					WATERTIGHT COMPARTMENTS ERECTOR ON DECK WATERBALLAST, DECKS REPAIRS									
	1	2	3				8	9				12	13	14	15	16	17	18			
✠	37	AFRICA, . . . . . (8.92)	II	—	—	Glt 1 P-B	352 222 352	Alm	71 V.92	Reiherstieg Schiffs- werfte Hamburg	F; <i>hél</i> ; 5 <i>comp</i> ; rp.36; car.4.94.	4.60 159-11	6.81 22-4	3.93 12-11	.....	Lübeck	Lbk	92			
✠	38	AFRICAIN, <i>Stuit</i> . (1.05) ELECTR. Drague.	I	3/3, R A.&C.P.	1.1.	1 m	378 754 984	Frç	04	Werf Conrad Haarlem	A; <i>hél</i> ; 9 <i>comp</i> ; p. PP.	43.50 142-9	9.00 29-6	3.48 11-5	.....	Dakar	Am.	1.05			
✠	39	AGA-MANAOFF, <i>Young</i> . Petrol in bulk. (8.98)	I	—	—	G 3m 2 P	1108 754 984	Rss	98	Wm Dobson & Co Low-Walker	A; 2 <i>hél</i> ; 12 <i>comp</i> ; D.7m01; R.9m34; G. 9m14; (WB. C. A. 52 t.); 2 p. A.	70.40 231-0	9.75 32-0	5.11 16-7	.....	Baku	N-C.	98			
✠	40	ÄGIR, <i>Gabrielsen</i> . (3.06)	I	3/3, G A.&C.P.	1.1.	1 m	156 36 147	Dan	06	Kjöbenhavns Skibs- vaerft Copenhagen	A; <i>hél</i> ; 5 <i>comp</i> ; ½ G. 6m20; (WB. C. R.9 t.; C. A. 14 t.); p. P; rp-car.6.07.	32.44 106-5	6.74 22-1	2.87 9-5	.....	Copenhagen	Oph.	6.07			
✠	41	ÄGIR, <i>Sundqvist</i> . (5.04) ELECTR. 95-99	I	3/3, G A.&C.P.	1.1.	Glt 2 P-H	711 437 407	Rss	96 V.04	Nylands Verkstad Christiania	A; <i>hél</i> ; 5 <i>comp</i> ; <i>awningd</i> ; (WB. cell. 97 t.; C. A. 45 t.; C. R. 50 t.); 1 p. A; 1 p. P; rp.07; car.6.07.	53.04 174-0	8.54 28-0	4.40 14-5	.....	Helsingfors	Hlsf.	7.07			
✠	42	ÄGIR, <i>Lewander</i> . (4.05)	III	3/3, G	1.1.	Glt 1 P-B	427 308 370	Sds	74 V.05	Got. Mek. Werkst. Göteborg	F; <i>hél</i> ; 4 <i>comp</i> ; R. 37m60; (WB. T. 40 t.); rp.05; car.9.07.	42.60 140-0	7.40 24-3	4.75 15-7	.....	Göteborg	Got.	9.07			
✠	43	AGNES, <i>Hansen</i> . (7.98)	I	—	—	Glt 2 P-H	707 434 675	Alm	90 V.98	Rost. Act. Ges. für Schiff. & Maschi- nenbau Rostock	A; <i>hél</i> ; 5 <i>comp</i> ; <i>awningd</i> ; R. 17m68; (WB. cell.147 t.; C. R. 15 t.); 2 p. F; rp-car. 7.98.	54.86 180-0	8.28 27-2	3.69 12-0	.....	Hamburg	Hbg	02			
✠	44	AGNETE, <i>Petersen</i> . (10.03)	I	3/3, L	1.1.	Glt 2 P-S	1127 705 580	Dan	91 V.03	Howaldtswerke Kiel	A; <i>hél</i> ; 5 <i>comp</i> ; <i>spard</i> ; R. 10m50; G. 7m50; (WB. A. R. 211 t.); ½ p. A; 1 ½ p. S; rp.03; car.6.07.	65.20 213-11	9.40 30-10	6.55 21-6	.....	Copenhagen	Kiel	6.07			
.	45	AGRUMARIA (ex-Maschal- Andrea), <i>Costanzo</i> (10.04)	I	3/3, A	1.1.	Glt	426 268	Itl	84 III 204	T. & W. Toward & Co Newcastle 9/T.	F; <i>hél</i> ; 5 <i>comp</i> ; D. 14m90; R. 11m50; G. 5m48; WB. A. 30 t.; R. 27 t.); 1 p. F; car.11.05.	46.53 15-28	7.15 23-6	3.70 12-2	.....	Catane	Int.	11.05			
.	46	AGUIA (ex-Knight-of-the- Cross), <i>Lopes</i> . (12.04) Remorqueur.	I	3/3, A	1.1.	2 m	194 76	Ptg	62 V.04	..... Newcastle 9 T.	F-A; <i>ambes</i> ; 3 <i>comp</i> .	37.00 121-5	5.90 19-4	3.50 11-6	.....	Oporto	Lisb.	04			
.	47	AIGLE (ex-Sea-Eagle), Chalutier. <i>Morel</i> . (8.05) 99-05	I	3/3, P	1.1.	Kt	174 50 146	Frç	97 V.05	J. Dathie, Sons & Co Aberdeen.	A; <i>hél</i> ; 5 <i>comp</i> ; p. A; car. 11.06.	32.40 106-4	6.31 20-8	3.58 11-9	.....	Le Havre.	Hv.	11.06			
✠	48	AINA, <i>Samuelsson</i> . (8.04) 78 - 02	III	3/3, G A.&C.P.	1.1.	Glt	333 220	Sds	89 V.04	Got. Mek. Werkstad Göteborg	A; <i>hél</i> ; 5 <i>comp</i> ; R. 42 t.; (WT. 74 t.); p. P; rp.06; car.9.07.	38 4 126-0	6.8 22-4	4.10 13-6	.....	Göteborg	Got.	9.07			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS			BUILDERS PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		MAKERS PORT AND DATE of CONSTRUCTION									
				NUMBER	DIAMETERS IN CENTIMETERS IN INCHES	STROKE in centim. in inches				Diamet.   Length IN METERS IN FEET AND INCHES	NUMBER	square surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.									
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
37	Lübeck-Wyburger Dampfschiffahrts- Gesellschaft	.	Comp. (8.92)	2	43 - 71 17 - 28	61 24	45 180	Reiherstieg Schiffs- werfte Hamburg 1871	.....	.	1 C	2.97 9-9	2.60 8-6	2	2.00 24	69 749	4.92 70	Lübecker Maschi- nenbau Gesells. Lübeck 1883	Lbk. 92 v.c.92				
38	Jammy & Galtier	✝	Tr.Ex. (1.05)	3	30 - 44 - 66 12-17.5-26	45 18	70 350 210	Gehr. Stork & Co Hengelo 1904	Am.1.05	✝	2 C	2.80 9-2	3.00 9-10	4	5.80 63	160 1727	10.5 150 8.4-120	Gehr. Stork & Co Hengelo 1904	Am.1.05				
39	Mahmed Salem Manafoff	✝	2 Comp. (4.98)	2	52 - 99 20.5 - 39	61 24	125 950 120	Mac Coll & Pollock Sunderland 1898	.....	✝	2 C	3.66 12-0	3.55 11-7	6	9.11 98	320 3454	7 100 7-100	Mac Coll & Pollock Sunderland 1898	N-C. 98				
40	Em. Z. Svitzers Bjerg- nings Entreprise	✝	Triple (3.06)	3	33 - 52 - 85 13-20.5-33.5 PS.6.07	53 21	64 400 125	KjöbenhavnsSkibs- vaerft Copenhagen 1906	Cph.6.07	✝	1 C	3.43 11-3	3.13 10-3	2	3.35 36	105 1101	12.2 175	KjöbenhavnsSkibs- vaerft Copenhagen 1906	Cph.3.06				
41	Helsingfors Angfartygs Aktiebolag. (Victor Ek)	✝	Comp. (5.04)	2	44 - 91 17.5 - 36 PS.10.06	69 27	110 550 110	Nylands Verksted Christiania 1896	Lbk. 10.06	✝	2 C	2.97 9-9	2.92 9-7	4	4.65 50	160 1728	11.2 160	Nylands Verksted Christiania 1896	Hlsb. 04 v.c.04				
42	Ångfartygs Aktie-bola- get « Heimdal » (F. B. Wahlqvist)	.	Comp. (4.05)	3	33 - 77 13 - 30 PS. 9.07	52 20.5	50 180	Göteborg's Mek. Verkstad Göteborg 1874	Got.4.05	.	1 C	2.79 9-2	2.74 9-0	2			4.22 60	Göteborg's Mek. Verkstad Göteborg 1884	Got.3.07 P.c.3.07 v.c.4.05				
43	L. F. Mathies & Co	✝	Comp. (7.98)	2	57.5 - 102 22.6 - 40.2	70 21.6		Rostocker Act. Ges. für Schiff- & Ma- schinenbau Rostock 1890	.....	✝	2 C	2.90 5-9	2.85 9-4	4	3.20 35	160 1722	7 100	Rostocker Act. Ges. für Schiff- & Ma- schinenbau Rostock 1890	Hbg. 98 v.c.98				
44	Dampskibs-Selskabet « Torm » (D. Torm)	✝	Tr. Exp. (10.03)	3	38 - 58 - 96 15 - 23 - 37.7 PS. 6.07	55 21.6		Howaldtswerke Kiel 1894	Kiel6.07	✝	2 C	2.75 9-0	2.69 8-1	4	5.30 57	171 1835	12.5 178	Howaldtswerke Kiel 1894	Cph. 12.06 v.c. 03				
45	Munsumeci & Indelicato	.	Comp. (10.04)	2	53 - 91.4 21 - 36 PS.n.9.04	61 24		Wapping Engine Works Ltd South-Shields 1884	Ctn. 04	.	1 C	3.20 10-6	3.10 10-2	2	3.20 35	61 656	4.57 65 4-56	Wapping Engine Works Ltd South-Shields 1884	Ctn. 04 P.c.04 v.c.04				
46	J. H. Andresen	.	balanceir (12.04)	2	85 33.5	120 47.5		V. C. Silva Oporto re. 1904	Lisb. 04	.	1 C	4.30 14-1	3.14 10-4	3			2 28	Fabrica de Massa- rellos Oporto 1904	Lisb. 04 v.c. 04				
47	Hubert & Genet	.	Comp. (8.05)	2	36 - 83 14 - 33 PS.n.11.06	53 21		Hall, Russell & Co Aberdeen 1897	Hv.11.06	.	1 C	3.28 10-9	3.09 10-2	2	3.20 34	81 871	9.5 136	Hall, Russell & Co Aberdeen 1897	Hv.11.06 v.c. 8.05				
48	Ångfartygs Actiebolaget « Aina » (Th. Ahren- berg)	.	Comp. (8.04)	2	39.4 - 72 15.5 - 28.2 PS. 10.06	49 19.5	45	Got. Mek. Werk- stads Aktiebolag Göteborg 1889	Brg. 10.06	.	1 C	2.64 8-8	2.72 8-11	2	2.23 24	65 700	5.62 80	Got. Mek. Werk- stads Aktiebolag Göteborg 1889	Got. 12.06 v.c.04				

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÉEMENT — NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME														
	1	2															3
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
✠	49 ALACRITY (ex-Jean-Bart), Davidson. (12.01) ELECTR. Remorqueur.		I	—	—	3 m 2 P	353 32 342	Ang V.02	93 V.02	Forges et Chantiers de la Méditerranée Le Havre	A: 2 hél; 8 comp; R. 7m77; (W). C.V. 8 t.; 1 p. F; 1 1/2 p. PP; car. 5.02.	44.74 140-10	8.20 26-11	4.35 14-3	==	Melbourne	Lvp. 02
✠	50 ALAMEDA, Dowdell. ELECTR. (8.05)		I	3/3, A	1.1.	B-G 3 P-H	3158 1939 2936	Amr V.05	83 V.05	W. Cramp & Sons Philadelphie	F; hél; 5 comp; awningd; R. 222 t. 1 1/2 p. F; grp. 05; car. 5.07.	95.71 314-0	12.5 41-0	5.25 17-3	.....	San-Francisco	S-F. 5.07
.	51 ALAMOS (ex-Fastnet), Hall. (1.99)		II	—	—	Glt	338 155 275	Mxc V.99	78 V.99	T. Wingate & Co Glasgow	A; hél; 5 comp; welldeck; D. 21m34; R. 2m13; G. 9m44; (W). R. 30 t.; rp-car. 1.99.	44.29 145-4	7.14 23-5	3.42 11-3	.....	Mexico	V-C. 99
.	52 ALBA (ex-Bildah), Treglia (8.02)		III	—	—	3 m 2 P	426 268 408	Itl	56 V.02	Caird & Co Greenock	F; hél; 4 comp; R. 3m70; G. 8m50; rp-car. 7.02.	55.85 183-3	8.24 27-0	4.65 15-3	.....	Naples	Npl. 02
.	53 ALBATROS, Doublecourt. Chalutier. (3.05)		I	3/3, P	1.1.	1 m	161 47	Frç V.05	00 V.05	Lucas & Co Dieppe	A; hél; 5 comp; p. PP; rp-car. 10.06.	32.50 106-8	6.10 20-0	3.60 11-10	.....	Le Havre	Hv. 10.06
✠	54 ALBATROS, ..... (9.02) Remorqueur.		I	—	—	1 m	55 28	Urg	02	Bertin Frères Bezons	A; hél; 5 comp; R. 3m80.	20.90 68-7	4.70 15-5	2.20 7-3	.....	Montevideo	Paris 02
.	55 ALBATROSS, Schier. (6.02)		I P.R.	—	—	Glt 1 P-B	1026 611 703	Alm V.02	93 V.02	vorm. Möller & Hol- borg Stettin	A; hél; 7 comp; welld.; D. 42m39; G. 7m20; (W). E. & B. 81 t; C. A. 21 t; C. R. 12.5 t.; 1 p. A; rp-car. 4.05.	65.00 213 3	9.14 30-0	5.40 17-9	.....	Bremen	Wet. 4.05
✠	56 ALBERT, Coopman. Chalutier. (6.04)		I	3/3, P	1.1.	2 m	140 48	Blg V.04	90 V.04	Ateliers, Forges & Acieries Bruges	A; hél; 5 comp; (W). 80 t.; car. 1.05.	32.50 106 8	6.40 21 0	3.50 11 6	.....	Ostende	Am. 1.05
.	57 ALBERT, Bishop. (12.05) ELECTR.		I	3/3, P	1.1.	2 m	130 48	Frç V.05	05	J. & A. v. d. Schuyt Papendrecht	A; hél; 5 comp.	38.20 125-4	5.70 18-8	2.25 7-5	.....	Conakry	Rd. 12.05
.	58 ALBERT-CESAR, Salun. (9.06)		12	3/3, P	1.1.	Slp	22 10	Frç V.06	06	G. Gautier St-Malo	C-Or-P; ch. fig; sfb.	12.73 41-10	4.38 14-3	2.27 7-6	.....	Courseulles	St-M. 9.06
.	59 ALBERT-EDVARD, Lund. (3.07)		II	3/3, G	1.1.	2 m 2 P-A	1020 662	Sds V.07	72 V.07	Schlessinger, Davis & Co Newcastle o/T.	F; hél; 5 comp; awningd.; (W). 230 t.; car. 6.06; rp. 07.	71.37 234 2	8.99 29-6	4.40 14 5	.....	Helsingborg	Got. 3.07
✠	60 ALBERTUS, Müller. ELECTR. 91-98 (11.05)		I	3/3, A	1.1.	Glt 2 P-B-S	931 728 912	Alm V.05	82 V.05	F. Schichan Elbing	F; hél; 6 comp; spard; WT. C.V; C.R. 210 t.; 1 p. F; grp. 93; rp. 05; car. 8.07.	61.12 200 6	8.55 28 0	4.37 22-0	[61.0] 63 1/2 [67.0]	Königsberg	Rd. 8.07
N. B. Les traits indiqués dans les colonnes 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000																	

N. B. Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES				
		SURVEILLANCE SPECIALÉ	TYPE	DATE DE CERTIFICAT	CYLINDRES		COURSE des pistons	Force nominale en chevaux	Force réelle en chevaux	Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS	NOMBRE surf. de chauffe en m <sup>2</sup> carr. en pieds carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION en m <sup>2</sup> carr. en pieds carrés	Cl. aut. prime Chaud. auxil.			CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ
					DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces									Diamèt.	Long.										
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38							
49	W. S. H. Smith	✠	2	Tr. Exp. (12.01)	38 - 58 - 90 15-23-35.4 PS. 5.02	60 23.6	1000 150	Forges & Chantiers de la Méditerranée Le Havre 1893	.....	✠	2	C	2.50 11-6	3.00 9-10	4	9.40 101	147 1585	11 158	Forges & Chantiers de la Méditerranée Le Havre 1893	Lvp. 02 v.c.02						
50	Oceanic Steam Ship Co	.	Tr. Exp. (8.05)	3	74 - 119 - 193 29 - 47 - 78 PS.12.05	130 51	885 3500 80	W. Cramp & Sons Philadelphie 1883 Transf. 1901	S-f. 12.05	.	2	D	4.64 15-3 4.27 14-0	5.25 17-3 2.97 9-9	15	29.39 316 burning	914 9828 oil	12.6 180 10.5-150	Risdon Iron Works San Francisco 1901	S-F. 05 P.C.05 v.c.05						
51	L. A. Maclinez	.	Comp. (1.99)	2	51 - 102 20 - 40	76 30	66 350 85	F. Wingate & Co Glasgow 1898	.....	.	1	C	3.76 12-4	3.20 10-6	3	3.34 36	95.41 1026	5.2 75	..... ..... 1891	V-C. 99 v.c.99						
52	A. Longobardo & Erasmo Trégia	.	Comp. (7.02)	2	57 - 177 22.5-69.5	66 26	360 60	Fraissinet & Co Marseille 1884	.....	.	1	C	1.30 4-3	3.50 11-6	3	.....	.....	4 59 2.5-37	Fraissinet & Co Marseille 1884	Npl. 02 v.c.02						
53	Huërt & Genet	.	Comp. (3.05)	2	38 - 70 15 - 27.5 PS. 10.05	45 17.5	285 150	Lucas & Co Dieppe 1900	Hv.10.06	.	1	C	3.18 10-5	2.98 9-10	2	3.80 41	100 1075	9 128	Dubus & Dupont Le Havre 1900	Hv.10.06 v.c.3.05						
54	Entreprise Générale des travaux du Port de Montevideo	✠	Comp. (9.02)	2	28 - 50 11 - 19.7	30 12	140 180	H. Brulé & Co Paris 1902	.....	✠	1	C	2.20 7-3	2.81 9-3	1	1.94 21	60 645	9 128	Bertin frères Bezons 1902	Paris 02						
55	Dampfschiffahrts - Ge- sellschaft « Argo »	.	Tr. Exp. (6.02)	3	43 - 70 - 110 17 - 27.6 - 43.3 PS. n. 4.05	80 31.5	160 650 88	vorm. Möller & Hol- berg Stettin 1893	Wes. 4.05	.	2	C D	3.15 10-4	3.15 10-4	4	6.20 67	202 2176	11 156 11-156	vorm. Möller & Hol- berg Stettin 1893	Wes. 02 v.c.02						
56	Société anonyme des Pêcheries à Vapeur	.	Tr. Exp. (6.04)	3	29 - 48 - 78 11 - 19 - 31 PS. 6.04	55 22	60 400 132	Société anon. Mar- cinelle & Couillet Couillet 1899	Av. 04	✠	1	C	3.27 10-9	3.00 9-10	2	2.70 30	100 1075	12 171	Riley Bros. Stockton o/Tees 1899	Av. 04 v.c.04						
57	J. & S. Cohen	.	Comp. (12.05)	2	30 - 60 12 - 24	36 14	175 180	J. & A. v. d. Schuijt Papendrecht 1905	Rd.12.05	.	1	C	2.40 7-11	2.90 9-6	1	2.00 21	58 624	9.2 131	J. & A. v. d. Schuijt Papendrecht 1905	Rd.12.05						
58	de Vains (à Bretigny)	.	Motour « Dan »	2	29 11	30 12	25 280	Dan Copenhague 1906	S-M 9.06	.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		
59	C. W. Von Liewen	.	Comp. (3.07)	2	76 - 150 30 - 59	75 29.5	625 53	Thompson Boyd & Co Newcastle o/T.1871	Got.3.07	.	2	C	3.52 11-7	3.12 10-3	4	8.09 87	208 2242	4.5 65 4.5-65	Lindholmens Mek. Werkstad Gothembourg 1886	Got.3.07 P.C.3.07 v.c.3.07						
60	Marcus Cohn & Sohn	✠	Comp. (11.05)	2	56 - 112 22 - 44 PS. n.8.07	62 24.5	90 380 80	F. Schichau Elbing 1882	Rd.8.05	✠	2	C	2.44 8-0	2.64 8-8	1	3.64 40	146 1570	6 84	Union Giesserei Königsberg 1894	Plm.1.07 v.c.05						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM						U.											
	1	2	3				4	5										
✠	61	ALBION, <i>Bridgman</i> . (8.99) (3/3, G. 1.1.)	11	...	..	—	88 59		Ang	99	Wallace Vancouver (B-C)	P-C; ch. frg; ( <i>sal</i> ); sfb; <i>hél</i> .	24.13 79-2	5.55 18-2	2.55 8-4	.....	Vancouver (B-C)	V-C. 99
✠	62	ALCARAZAS, .... (12.99) Bateau-clterne.	II	—	—	Chl	163 86 163		Frq	99	Lobnitz & Co L <sup>d</sup> Renfrew	A; <i>hél</i> ; 7 comp; p. A.	30.56 100-4	6.90 22-7	2.90 9-6	.....	Brest	Gls. 00
✠	63	ALCYON, <i>Bourgain</i> . ELECTR. Chalutier. (5.04)	I	3/3, P	1.1.	2 m	247 100		Frq	04	Bonn & Mees Rotterdam	A; <i>hél</i> ; 4 comp; (WB. 26 t.).	40.20 132-0	6.55 21-6	3.81 12-6	.....	Boulogne s/Mer	Rd. 04
.	64	ALCYON ( <i>ex-Windsor-Cas- tle</i> ), <i>Lasnier</i> . (8.05) Chalutier.	I	3/3, P	1.1.	1 m	197 36		Frq	99 V.05	Aitken & Scott Glasgow	F; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 8m40; R. 10m50; (WB. 7 t.); rp-car. 7.07.	34.70 113-3	6.25 20-6	3.77 12-4	.....	Dieppe	Dp. 7.07
.	65	ALDEBARAN ( <i>ex-Hermine</i> , <i>Yacht. Trevo</i> . (10.03) 96-03	I	3/3, Y	1.1.	Glt	186 95 180		Ang	91 V.03	A. Dubigeon Nantes	A; <i>hél</i> ; 7 comp; R. 8m60; p. S; rp. 07; car. 1.07.	43.24 141-11	6.10 20-0	3.20 10-6	.....	Hull	Ld. 1.07
.	66	ALEP ( <i>ex-Garcia</i> ), <i>Demi- trion</i> . (10.05)	II	3/3, G	1.1.	2 m 2 P-B-S	996 754 691		Tre	83 V.05	A. Leslie & Co Newcastle-on-Tyne	F; <i>hél</i> ; 6 comp; <i>spard</i> ; (WB. 350 t.); car. 1.07.	67.50 221-6	9.00 29-6	6.60 21-8	.....	Alexandrie	Aix. 1.07
.	67	ALERTE, <i>de Jong</i> . (8.05) Remorqueur.	I	3/3, I	1.1.	Ctl	70		Blg	84 V.05	A. Jabon Ombret	A-F; <i>hél</i> ; 4 comp; (WB. $\frac{1}{2}$ p. F; rp- car. 5.05.	21.3 70-0	4.7 15-5	2.90 9-6	.....	Anvers	Av. 3.05
✠	68	ALEXANDER ( <i>ex-Skâne</i> ), <i>Commende</i> . (5.05) 92-05	I P. R.	3/3, G	1.1.	G3m Bsc	310 191 256		Rss	97 V.05	J. Thormählen & Co Elmshorn	A; <i>hél</i> ; 4 comp; R. .R. 11m; G. 6m; (WB. C. .R. 15 t.; C. A. 75 t.); 1 p. A; rp. 03; car. 5.06.	38.66 126-10	7.55 24-9	3.44 11-3	.....	Reval	Hlsf. 5.06
✠	69	ALEXANDER, <i>Bengtsson</i> , A. (4.01)	10	3/3, G	1.1.	Glt	207 140 163		Sds	01	O. Johansson Eckerna-Warf	P-C-A; ch. frg; <i>hél</i> ; 2 comp; sfb; rp. 06; car. 6.07.	31.00 101-9	6.86 22-6	3.50 11-6	.....	Fiskobäckskil	Stt. 6.07
✠	70	ALEXANDER-BARMINSKY, <i>Drague. Smit</i> . (9.97) ELECTR.	I	—	—	1 m	298		Rss	97	Werf Conrad Haarlem	A; <i>hél</i> ; 5 comp; p. PP.	42.00 137-10	7.00 23-0	3.70 12-2	.....	St-Peters- bourg	Am. 97
✠	71	ALEXANDER-BETTICHER, <i>Drague. Visser</i> . (11.98) ELECTR.	I	—	—	2 m	957		Rss	98	Werf Conrad Haarlem	A; 2 <i>hél</i> ; 11 comp; $\frac{1}{2}$ p. A.	58.00 190-3	11.00 36-1	5.00 16-5	.....	Riga	Am. 98
✠	72	ALEXANDER-GOLOVAT- <i>Drague. CHEFF, Ruhe</i> . ELECTR. (4.99)	I	—	—	1 m	477 207 450		Rss	99	Wm Simons & Co L <sup>d</sup> Renfrew	A; 2 <i>hél</i> ; 6 comp; R. .R. 4m20; G. 6m40; 1 p. PP.	46.63 153-0	10.08 33-1	3.69 12-1	==	St-Peters- bourg	Gls. 99

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES								SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal in indicated revolutions	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY		NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION		
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES							Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet	MAKERS — PORT AND DATE of CONSTRUCTION				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
61	Wurzburg & Co	.	Comp. (8.99)	2	80.5 - 61 12 - 24	40.5 16	26 150	John Ingles & Sons Toronto 1899	.....	1 C	2.28 7-6	3.05 10-0	2	1.30 14		11.6 165	Armstrong & Morris- son Vancouver 1899	V-C. 99		
62	Marine Nationale Française	✠	Comp. (12.99)	2	25 - 56 10 - 22	46 18	24 140 155	Lobnitz & Co Ld Renfrew 1899	.....	✠ 1 C	2.74 9-0	2.59 8-6	2	2.50 27	45.52 490	8.07 115	Lobnitz & Co Ld Renfrew 1899	Gls. 00		
63	Aug. Bourgain - Bour- gain	✠	Tr. Exp. (5.04)	3	53 - 55 - 89 13 - 21.5 - 35	61 24	425 110	Machine Fabriek Alblasserdam 1904	Rd. 04	✠ 1 C	3.76 12-4	3.05 10-0	2	2.53 38	122 1315	12.4 177	Machine Fabriek Alblasserdam 1904	Rd. 04		
64	F. Rimbert & Co	.	Tr. Exp. (8.05)	3	37 - 55 - 89 14.5 - 22 - 35 PS. 8.06	45 18	420 70	France & Morgan Glasgow 1899	Dp. 8.06	1 C	3.65 12-0	3.00 9-10	2	3.55 38	109 1172	14 200	Lindsay Glasgow 1899	Dp. 8.06 v.c. 8.05		
65	Spencer Chapman Esq <sup>re</sup>	.	Tr. Exp. (9.03)	3	30 - 50 - 80 11.8 - 19.6 - 31.5 PS. 1.07	52 20.5	75 300 165	Voruz aîné Nantes 1892	Ld. 1.07	1 C	3.10 10-2	2.97 9-9	2	3.50 38		12 171	Voruz aîné Nantes 1895	Ld. 1.07 v.c. 03		
66	Camillo Viterbo & Cie	.	Comp. (10.05)	2	71 - 140 28 - 55 PS. 12.05	84 33	850 67	Black Hawthorn & Co Gateshead 1883	Alx. 1.07	1 C	4.27 14-0	3.05 10-0	3	6.00 65	270 2903	4.5 65 3.1-45	Black Hawthorn & Co Gateshead 1883	Alx. 1.07 p.c. 10.05 v.c. 10.05		
67	Société Anonyme de Remorquage à hélice	.	Comp. (8.05)	2	40 - 71 16 - 28 PS. n. 5.05.	46 18	33 80 94	L. Andriessen Liège 1884	Av. 8.05	1 C	2.85 9-4	2.74 9-0	2	3.00 13	68 731	8 114	H. J. Koepman Dordrecht 1905	Av. 8.05 v.c. 8.05		
68	Action-Gesellschaft für Mechanische Holz- bearbeitung (A. M. Luther)	✠	Comp. (5.05)	2	28 - 56 11 - 22 PS. n. 5.06	33 13	160 170	Ottensener Maschi- nenfabrik Altona 1897	Hlsf. 5.06	✠ 1 C	2.50 8-3	2.52 8-4	2	2.25 24	62 667	8 114 8-114	Ottensener Eisen- werk Ottensen 1897	Hlsf. 5.06 v.c. 5.05 p.c. 5.05		
69	Capt	✠	Comp. (4.01)	2	28 - 46 11 - 18 PS. n. 6 07	41 16	35 130 140	Thorskog Mek. Verkstad Thorskog 1901	Stt. 6.07	✠ 1 C	2.29 7-6	2.06 6-9	2	1.78 19	41.80 450	9.4 130	Thorskog Mek. Verkstad Thorskog 1901	Crth. 4.07		
70	Gouvernement Impérial de Russie.	✠	Tr. Exp. (9.97)	3	29 - 43 - 65 11.4 - 17 - 25.6	55 21.6	80 330 165	Gebr. Stork & Co Hengelo 1897	.....	✠ 1 C	3.20 10-6	3.24 10-7	2	1.95 21	130 1399	10.33 147	Gebr. Stork & Co Hengelo 1897	Am. 97		
71	Gouvernement Impérial de Russie	✠	2 Tr. Exp. (11.98)	6	30 - 44 - 66 12 - 17 - 26	45 18	150 600 180	Gebr. Stork & Co Hengelo 1898	.....	✠ 2 C	2.80 9-2	3.05 10-0	4	6.04 65	170 1829	10.3 147	Nederlandsche Fabriek Amsterdam 1898	Am. 98		
72	Gouvernement Impérial de Russie	✠	2 Comp. (4.99)	4	53 - 107 12 - 42	76 30	92 300 82	Wm Simons & Co Ld Renfrew 1899	.....	✠ 1 C	3.88 12-9	3.05 10-0	2	3.90 42	144 1551	8.4 120	Wm Simons & Co Ld Renfrew 1899	Gls. 99		

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATERIAUX PROPULSEUR			LONGUEUR	LARGEUR	CRUF	PÉRIODE D'ARMEMENT		LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					T. R. U.				PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS						PORT		
	1	2	3			4	5			6	7	8	9	10				11	12	

✠	73	ALEXANDER-KEILLER, Fürst. (1.05)	III	3/3,G	1.1.	Glt 1 P-B	426 229 395	Sds	74 V.05	Göt. Mek. Werkstad Gothembourg	F; hél; 4 comp; R. 31 t; p.P; rp.06; car.5.07.	42.6 139-9	7.4 24-3	4.75 15-7	.....	Gothembourg	Got. 5.07
.	74	ALEXANDER-II, ..... (4.96)	III	—	—	Glt 1 P-B	518 424 490	Rss	58 V.96	Ch. Lungley Londres	F; aubes; 4 comp; D. 19m20; p.P. 78; grp. 90; rp-car. 4.97.	60.7 199-0	7.6 25-0	3.56 11-8	.....	St-Peters- bourg	Riga 97
✠	75	ALEXANDRA, Thomsen. (12.01)	I P. R.	—	—	Glt 2 P	2567 1646 1918	Dan	95 V.01	Lobnitz & Co Renfrew	A; hél; 7 comp; welld.: 1/2 D. 26m22; D. 8m84; R. 36m58; G. 10m36, (WB. cell. 432 t; C.A. 30 t; C.R. 63 t.); 1 p. A; grp.96; car. 12.01.	90.22 296-0	12.22 40-1	5.99 19-8	==	Copenhague	N-Y. 01
.	76	ALEXANDRIA (ex-Aphroditè), ELECTR. Ghiafis. (4.05)	I	3/3,G	1.1.	2 m 2 P	1060 639	Tre	83 V.05	Lloyd Austriaco Trieste	F; hél; 6 comp; R. R. 11m50; R. 15m50; G. 7m50; car. 4.05.	67.58 221-9	9.60 31-5	6.57 21-7	.....	Smyrne	Alx. 4.05
✠	77	ALEXANDRINE, Gournay. Chalutier. (8.05) ELECTR.	I A.&C.P.	3/3,P	1.1.	2 m	253 90	Frq	05	Bonn & Mees Rotterdam	A; hél; 4 comp; (WB. 25 t.); p. PP; car. 8.07.	41.26 135-5	6.63 21-9	3.81 12-6	.....	Boulogne s/Mer	Big. 8 07
✠	78	ALFA (ex-Ajax), Pedersen. (5.06)	I P. R.	3/3,G	1.1.	Glt	630 348 466	Dan	86 V.06	Flensburger Schiff- bau-Gesellschaft Flensburg	F; hél; 5 comp; D. 16m48; R. 14m15; G. 5m75; (WB. cell. calc. A. & calc. R. 125 t.); 1 p. F; grp.03; rp.05; car. 5.06.	54.97 177-4	8.84 29-0	3.44 11-3	.....	Esbjerg	N-C. 5.06
.	79	ALFONSO-XII (ex-Meteoro), ELECTR. Fernandez. (10.00)	I	—	—	2 m 5 P-S	6748 2215	Esp	90 V.00	Actien Gesellschaft « Vulcan », Stettin	A; hél; 11 comp; spard; D. 29m; R. 100m; 4 p. A; car. 9.03.	140.82 462-0	15.80 51-10	11.95 39-3	.....	Barcelone	Lisb. 03
✠	80	ALFONSO-XIII, Amezaga. ELECTR. (4.03)	I A.&C.P.	3/3,L	1.1.	4 m 3 P	4815 2436	Esp	89 V.03	Wm Denny & Bros Dumbarton	A; hél; 10 comp; D. 6m; R. R. 9m75; R. 52m43; R. A. 18m90; (WB. cell. 40 t.); 2 p. A; 1 p. P; grp.03; car. 2.04.	126.3 414-4	14.7 48-2	8.84 29-0	.....	Barcelone	Cdx 04
.	81	ALFRED-LINDEBOOM,..... (7.04)	II	3/3, I	1.1	Canot	5	Frq	04	Amblard & Co Dieppe	A; hél.	16.06 52-8	3.20 10-6	1.00 3-3	.....	Fernand Vaz	Dp. 04
✠	82	ALGARVE, Borries. (5.05)	I P. R.	3/3, L	1.1.	Glt 2 P	1274 680 937	Dan	99 V.05	Lobnitz & Co Ld Renfrew	A; hél; 5 comp; welld.: 1/2 D. 26m40; R. 17m60; G. 7m60; (WB. cell. 225 t; C.A. 18 t; C.R. 22 t.); 1 p. A; 1 p. P; rp.05; car. 4.07.	70.02 229-9	10.36 134-0	5.03 16-6	20 1/2 25 28	Copenhague	Cph. 4.07
✠	83	ALGÉRIE, Ravel. (6.06) ELECTR.	I	3/3, L	1.1.	2 m 3 P-S	4035 2220 3565	Frq	01 V.06	Forges & Chantiers Le Havre	A; hél; 8 comp; spard; R. R. 24m80; R. 32m90; G. 26m80; (WB. 235 t.); 3 p. A; rp.03; car. 9.07.	121.14 399-5	52.83 42-2	9.28 30-6	.....	Marseille	Mrs 9.07
.	84	ALGÉRIEN (ex-Braïla), Mattei. (6.05) 93-02	I	3/3, L	1.1.	B-G P-B-S	1703 1084	Frq	81 V.05	Mac Millan & Son Dumbarton	F; hél; 7 comp; spard; R. R. 23m50; R. 3m80; G. 8m; 1 p. F; grp.05; rp.06; car. 10.07.	79.25 260-0	11.20 36-9	7.01 23-0	.....	Marseille	Mrs 10.07

N.B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES			
		SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale l'oreindre NOMBRE de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE	sur/dégrie en ind. carr. en pieds carr.	sur/d'chauffe en ind. carr. en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS				
						DIAMÈTRES	EN CENTIMÈTRES EN POUCHES							Diamèt.	Long.									EN MÈTRES EN PIEDS ET POUCHES	LIEU & ANNÉE de CONSTRUCTION
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
73	Fornyaide Ångfartygs Actiebolaget - Götha - (H. Sternhagen)	•	Comp. (1.05)	2	35 - 77 13.6 - 30.2 PS. n. 5.07	52 20.5	50 180	Göteborg's Mek. Werkstad. Göteborg 1874	Got. 10.07	•	1 C	2.81 9-3	2.71 8-11	2	2.82 30	63 734	4.78 68 5.3-75	Göteborg's Mek. Werkstad. Göteborg 1901	Got. 5.07 v.c. 1.05 p.c. 1.05						
74	S. Korvin	•	Osc. JC comp. (4.96)	2	84 - 122 33-48	122 48	153 460	Chas. Langley Londres 1859 Transf. 1872	.....	•	1 C	3.76 12-4	3.05 10-0	3			4.22 60	Bolderaa Maschi- nen Fabrik. Bolderaa 1894	Riga 97 v.c. 96						
75	Det Forenede Damp- skibs-Selskab	✦	Tr. Exp. (12.01)	3	49 - 81 - 130 19.5 - 32 - 51	99 39	105 0	Lobnitz & Co Renfrew 1895	.....	✦	2 C	4.03 13-3	3.05 10-0	6	10 108	255 2744	11.2 160	Lobnitz & Co Renfrew 1895	N.Y. 10.05 c.v. 10.05						
76	Hadji Daout Farkouh	•	Comp. (4.05)	2	80-140 31.5-55	91 36	598 65	Lloyd Austriaco Trieste 1883	Alx. 4.05	•	2 C	3.85 12-8	2.65 8-8	4	6.76 73	190 2043	5.6 80 2.8-40	Mac Gregor Le Pirée 1898	Alx. 4.05 v.c. 4.05 p.c. 4.05						
77	Gournay-Delpierre	✦	Tr. Exp. (8.05)	3	33-55-89 13-21.5-35	61 24	430 114	Alblasserdamsche Machinefabriek Alblasserdam 1905	Blg. 8.07	✦	1 C	3.81 12-6	3.10 10-2	2	3.72 40	130 1400	12.6 180	Alblasserdamsche Machinefabriek Alblasserdam 1905	Blg. 8.07						
78	Dampskibs-Selskabet Vesterhavet (J. Lau- ritzen)	✦	Comp. (5.06)	2	60.3 - 112 23.7 - 44 PS. n. 03 v. 5.06	68.5 27	110 440 99	Flensburger Schiff- bau-Ges. Flensburg 1886	N-C. 5.06	✦	2 C	2.85 9-4	2.60 8-6	4	3.99 43	154 1688	7 100	Flensburger Schiff- bau-Ges. Flensburg 1886	Cph. 5.06 v.c. 5.06						
79	Compañia Trasatlantica	•	Tr. Exp. (10.00)	5	95 - 190 - 250 37 - 75 - 99	180 71	2612 12500 68	Cie Vulcan Stettin 1890	.....	•	6 CD 4 C	4.68 15-4	5.66 3.28 10-9	48	104 1119	3434 36964	11.2 160 11.2-160	Cie Vulcan Stettin 1890	Cdx 00 v. c. 00						
80	Compañia Trasatlantica	✦	Tr. Exp. (4.03)	3	86 - 145 - 231 34 - 57 - 91 PS. c. 5.07	152 60	614 5700 70	Denny & Co Dumbarton 1889	Psc. 5.07	✦	3 CD	4.30 14-2	5.39 17-9	18	32.75 352-5	895 9630	11.9 170	Denny & Co Glasgow 1889	Psc. 5.07 v. c. 03						
81	Union Coloniale	•	Comp. (7.04)	2	14 - 25 5.5 - 10	14 5.5	30 370	Amblard & Co Dieppe 1904	Dp. 04	•	1 Bigot	1.10 3-8	1.60 5-3	1	1.00 11	21.00 225	9 128	Amblard & Co Dieppe 1904	Dp. 04						
82	Det Forenede Damp- skibs-Selskab	✦	Tr. Exp. (5.05)	3	48 - 81 - 130 19 - 32 - 51 PS. 4.07	99 39	800 88	Lobnitz & Co Ld Renfrew 1899	Cph. 3.06	✦	2 C	4.03 13-3	3.05 10-0	6	10 108	254.50 2740	12.6 180 7-100	Lobnitz & Co Ld Renfrew 1899	Cph. 4.07 p.c. 4.07 v.c. 5.05						
83	Société Générale des Transports Maritimes à Vapeur	✦	Tr. Exp. (6.06)	3	82 - 130 - 209 32 - 51 - 82 PS. 3.04	125 49.5	2800 76	Forges & Chantiers Le Havre 1901	Mrs 6.06	✦	4 C	4.55 14-11	3.03 9-11	12	29.28 315	848 9118	10 143 10-143	Forges & Chantiers La Seyne 1901	Mrs. 9.07 v.c. 6.06						
84	Cie Nouvelle Méditerra- néenne de Navigation	•	Comp. (6.05)	2	91.4 - 160 36 - 63 PS. n. 04, v. 11.06	122 48	275 1100 56	D. Rowan Glasgow 1881	Mrs. 11.06	✦	2 C			8	14.00 150	550 5884	12 170 3.5-50	Babcock & Wilcox Paris 1905	Mrs. 6.05 p.c. 6.05 v.c. 6.05						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS 12	LENGTH IN FEET & INCHES 13 14 15	BREADTH IN METERS 16	DEPTH IN METERS 17	FREE BOARD SUMMER WINTER W.N.A. in inches 18	PORT OF REGISTRY	LAST SURVEY					
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.															
	DATE OF TERM																								
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18							
✠	85	ALGORTA, <i>Mitchell</i> . Hopper Barge. (7.07)	■	3/3,R	1.1.	1 m	537 322 490	Esp	07	W. Simon & Co Ld Renfrew	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 14m17; $\frac{1}{2}$ G. 11m43; (WB. C. A. 40 t.); 1 p. A.	44.44 145-10	10.20 33-2	3.76 12-4	28 $\frac{1}{2}$ 29 $\frac{1}{2}$ 31 $\frac{1}{2}$	Bilbao	Glsg. 7.07								
✠	86	ALICE, <i>Pettersson</i> . (5.05)	■■■	3/3,G	1.1.	Glt	419 313 342	Sds	87 V.05	Motala Werkstad Oscarshamn	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 13m; R. 10m; (WB. C.V. 5 t.; E. & B. 65 t.; C.R. 15 t.); p. P; alg. 99; grp. 99; rp-car. 10.07.	47.15 154-8	7.16 23-6	3.89 12-9	.....	Stockholm	Get. 10.87								
✠	87	ALICE-BUSSE, <i>Bandeck</i> . 76-06 (10.06)	■	3/3,A	1.1.	Kt 1 P-B	213 49 203	Alm	06	Scott & Sons Bowling	A; <i>hél</i> ; 4 comp; G. 6m20; (WB. T. A. 22 t.).	38.08 125-4	6.55 21-8	3.80 11-8	.....	Geestmünde	Glsg. 10.06								
✠	88	ALICE-KROMN, <i>Knudsen</i> . ELECTR. (4.07)	■	3/3,G	1.1.	Glt 1 P-B	638 394 508	Nrw	84 V.07	Hy Koch Lübeck	F; <i>hél</i> ; 5 comp; <i>welld</i> ; $\frac{1}{2}$ D. 15m; R. 12m50; G. 7m; (WT 160 t.); p. S; car. 3.07; rp. 07.	53.86 176-8	7.78 25-6	4.57 15-0	19 $\frac{1}{2}$ 21.0 24.0	Moss	Chrt. 3.07								
✠	89	ALIOTH, <i>Ebes</i> . (6.05)	■	3/3,L	1.1.	2 m	2070 1298 1884	P-B	05	J. Smit Czn Ablasserdam	A; <i>hél</i> ; 5 comp; D. 6m10; R. 21m95; G. 9m67; (WB. cell. 610 t.); 1 p. A; car. 5.07.	85.27 279-9	12.50 41-0	7.01 23-0	45 $\frac{1}{2}$ 49 51	Rotterdam	Rd. 5.07								
.	90	ALLY ( <i>ex-Sandhornet</i> ), <i>Clausen</i> . (10.06)	■■	3/3,P	1.1.	Glt 1 P-B	108 32	Dan	90 V.06	Trondhjems Mek. Verkstad Trondhjem	A-F; <i>hél</i> ; 5 comp, grp. SS.03; rp-car. 8.07.	30.78 101-0	5.18 17-0	3.20 10-6	.....	Aalborg	Cpl. 8.07								
.	91	ALMA, <i>Waldes</i> . (5.00)	■■	—	—	Glt	24	Rss	74 rc.00	D. W. Flobeck Gothembourg	A-F; <i>hél</i> ; 4 comp; (WB.); car. 5.01.	13.46 44-2	3.25 10-8	1.79 5-11	.....	Reval	Hlsf. 01								
✠	92	ALMERIA, <i>Stuit</i> . (1.07) ELECTR. Drague.	■	3/3,R	1.1.	1 m	650 3461	Esp	07	Werf Conrad Haarlem	A; 2 <i>hél</i> ; 11 comp; 1 p. A.	51.20 168-0	9.50 31-2	3.80 12-6	.....	Almeria	Am. 1.07								
✠	93	ALMOND-BRANCH ( <i>ex-Ashmore</i> ), <i>Pindar</i> . (3.05) Turret.	■	3/3,L	1.1.	Glt 1 P-B	2191 2974	Ang	96 V.05	Wm Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; G. 10m05; (WB. cell. 642 t; WT. 637 t; C. R. 37 t.); 1 p. A; rp. 07; car. 8.05.	103.63 340-0	13.84 45-5	7.50 24-7	.....	Sunderland	Glsg. 10.07								
✠	94	ALPHA, <i>Le Blouck</i> . Remorqueur. (10.97)	■	—	—	1 m	30 5	Frç	97	Dodgin & Co Lydney	A; <i>hél</i> ; 6 comp; p. PP.	15.54 51-0	4.11 13-6	2.06 6-9	.....	Morlaix	Rsc. 97								
✠	95	ALPHONSE, <i>Poelaert</i> . Chalutier. (5.07)	■	3/3,G	1.1.	2 m	176 65	Rlg	98 V.07	Sté An. des Aciéries de Bruges Bruges	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 6m; G. 6m; rp-car. 5.07.	33.50 110-0	6.40 21-0	3.37 11-1	.....	Ostende	Av. 5.07								
✠	96	ALPRECHT, ..... (6.00) Chalutier.	■	—	—	Kt	218 95 192	Frç	00	Earles Shipbuilding & Engineering Co Ld Hull	A; <i>hél</i> ; 4 comp; (WB. cate 10 t.; cate A. 13 t.); 1 p. P.	37.18 121-11	6.76 22-2	3.40 11-2	.....	Boulogne s/Mer	Hull 00								

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY OF BOILERS
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal indicated REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		MAKERS — PORT AND DATE of CONSTRUCTION		PRESSURE Main Boiler, Donkey Boiler					
					DIAMETERS							Diamet.	Length	NUMBER	Heating surface in sq. feet	Heating surface in sq. feet	PRESSURE						
					IN CENTIMETERS IN INCHES	IN CENTIMETERS IN INCHES													IN METERS IN FEET AND INCHES	IN METERS IN FEET AND INCHES			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
85	Junta del Puerto de Bilbao	✠	Comp. (7.07)	2	43-86 17-34	61 24	48 450 138	W. Simons & Co Ltd Renfrew 1907	Glsq. 7.07	✠	1 C	3.50 11-6	3.05 10-0	2 42	3.90 1269	8.4 120	W. Simons & Co Ltd Renfrew 1907	Glsq. 7.07					
86	Ångfartygs Actiebolaget «Alice» (H. Enberg)	•	Tr.Exp. (5.05)	3	25-43-71 10-17-28 PS. 10.07	58 23	36 188	Motala Iron Works Oscarshamn 1887	Get. 10.07	✠	1 C	2.55 8-4	2.53 8-3	2 21	1.95 577	11.2 160	Helsingörs Maskin- byggeri Elseneur 1904	Sikh. 5.05 v.c. 5.05					
87	F. Busse	✠	Triple (10.06)	3	30-51-81 12-20-32	61 24	66 340 88	Aitchison Blair & Co Glasgow 1906	Glsq. 11.06	✠	1 C	3.66 12-0	3.05 10-0	2 40	3.71 1367	12.6 180	Ross & Duncan Glasgow 1906	Glsq. 11.06					
88	H. Haslum	✠	Comp. (4.07)	2	56-99 22-39 PS.n. 01, v. 3.07	66 26	80 300 85	O. Henniges & Co Berlin 1884	Chrt. 3.07	✠	2 C	2.38 7-10	2.92 9-7	2 38	3.57 1284	5.87 85	Hy Koch Lübeck 1884	Chrt. 3.07 v.c. 3.07					
89	van Nieuvelt, Goudriaan & Co's Stoomvaart Mij	✠	Tr.Exp. (6.05)	3	53-89-145 21-35-57 PS. 5.07	99 39	1100 70	Koninkl. Maatschij «de Schelde» Flessingue 1905	Rd. 5.07	✠	2 C	4.19 13-9	3.05 10-0	6 96	8.93 3360	11.2 160 7-100	Koninkl. Maatschij «de Schelde» Flessingue 1905	Rd. 5.07 P.c. 5.07					
90	Cementfabriken «Norden»	•	Tr.Exp. (10.06)	3	28-46-74 11-18-29 PS.n.03; v. 8.07	51 20	42 240 115	Trondhjems Mek. Verkstad Trondhjem 1890	Gph. 8.07	•	1 C	2.87 9-5	2.81 9-3	2 30	2.80 912	10.5 150	Trondhjems Mek. Verkstad Trondhjem 1897	Gph. 8.07 v.c. 10.06					
91	H. & A. Hinze & Co	•	Ord. (5.00)	1	25 10	24 9.5	12 30 164	D. W. Flobeck Gothembourg 1874	.....	•	1 R	1.88 x 1.00 x 1.78 6.2 x 3.3 x 5.10		1 6	0.54 136	12.64 65	4.5 65	F. Wiegand Reval 1885	Hlsf. 01 v.c. 00				
92	Junta del Puerto	✠	Triple (1.07)	6	28-47-70 11-18.5-28	40 16	120 600 180	Gebr. Stork & Co Hengelo 1907	Am. 1.07	✠	2 C	2.90 9-6	3.05 10-0	2 66	6.10 1942	10.3 146	Gebr. Stork & Co Hengelo 1907	Am. 1.07					
93	Nautilus S.S. Co Ltd (F. & W. Ritson)	✠	Tr.Exp. (6.04)	3	66-107-172 26-42-68 PS. n. 6.04	107 42	300 1350 67	Wm Doxford & Sons Ltd Sunderland 1896	Lvp. 04	✠	2 C	4.04 13-3	3.50 11-6	4 84	7.80 3500	11.2 160 5.6-80	Wm Doxford & Sons Ltd Sunderland 1896	Lvp. 04 P.c. 04 v.c. 04					
94	H. S. Jenkins & E. de Jaegher	✠	Comp. (10.97)	2	23-46 9-18	35 14	14 80 170	Plenty & Son Newbury 1897	.....	✠	1 C	2.28 7-6	1.98 6-6	1 19	1.77 307	28.60 100	7 100	Plenty & Son Newbury 1897	Rsc. 97				
95	Société Anonyme des Pêcheries à vapeur	✠	Tr.Exp. (5.07)	3	33-56-86 13-22-34 PS.n.03; v. 5.07	57 22.5	420 128	Sté Anon. «Phoenix» Gand 1898	Av. 5.07	✠	1 C	3.50 11-6	3.00 9-10	2 43	4.00 1236	115 171	12 171	Société Anon. John Cockerill Seraing 1898	Av. 5.07 v.c. 5.07				
96	L. Bouclet & Co	✠	Tr. Exp. (6.00)	3	33-51-81 13-20-35	56 22	385 115	Earle's Shipbuilding & Engineering Co Ltd Hull 1900	.....	✠	1 CT	3.50 11-6	3.05 10-0	2 38	3.53 1176	109 171	12 171	Earle's Shipbuilding & Engineering Co Ltd Hull 1900	Hull 00				

AME

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT	NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR			LONGUEUR	LARGEUR	CREUX	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						T.	R.				COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT								
	DATE DU TERME						U.	WATERBALLAST, PONTS RÉPARATIONS												
							EN MÈTRES EN PIEDS & POUCHES													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
.	97	ALSACE (ex-Rio-Janeiro), ELECTR. Crouzat. (2.04)	I	3/3, L	1.1.	Glt	1906 1205 1694	Frç	83	Wigham, Richardson & Co Newcastle o/T.	A-F; hël; 6 comp; D. 19m55; R. R. 5m; R.M. 35m; R. 8m60; G. 16m; 2 p. A; 1 p. P; grp. 01; rp. 04; car. 5.06.	90.77 297-10	10.29 33-10	5.17 17-0	.....	Marseille	Mrs. 5.06			
✝	98	ALSTER, Van Dijk Blok. (5.04)	I P.R.	3/3, G	1.1.	Glt	650 477 350	P.B	96	Joh. C. Tecklenborg Geestemünde	A; hël; 5 comp; D. 32m; G. 6m70; (WB. 80 t.; C. A. 26 t.); 1 p. A; 2 p. P; rp. 04; car. 8.07.	53.32 174-11	7.92 26-0	4.75 15-0	.....	Rotterdam	Hbg 8.07			
✝	99	ALTING, Grol. ELECTR. (3.04)	II	3/3, G	1.1.	Glt	1158 704 812	P.B	00	Ned. Scheepsbouw Maatschappij Amsterdam	A; hël; 6 comp; Shaded; R. R. 13m41; G. 11m42; 2 p. A; car. 12.05.	67.90 222-10	10.98 36-0	4.31 14-2	27 29 31	Batavia	8tv. 12.05			
✝	100	ALTONA, Krukenbaum. Trawler. 93-04 (8.07)	I P.R.	3/3, G	1.1	Glt	155 32 143	Alm	91	Actien-Gesellschaft « Neptun » Rostock	F; hël; 5 comp; R. 10m06; (WB. M. 6 t.); rp. 07; car. 8.07.	31.80 104-4	6.22 20-5	3.22 10-7	.....	Altona	Hbg 8.07			
✝	101	ALVA, Holmes. (2.02)	I	—	—	—	2419 2001	Amr	93	Cleveland Shipb & Co Cleveland	A; hël; 5 comp; spard; G. 9m14; R. 9m14; R. N. 9m14; R. R. 9m14; (WB. cell.), 1 p. A; 1 p. P.	98.75 324-0	12.80 42-0	5.95 19-6	.....	Cleveland (Ohio)	Clv. 02			
✝	102	ALVARO-DE-CAMINHA, ELECTR. Pieper. (4.01)	I	—	—	Glt	263 164 273	Ptg	01	R. Holz Harburg	A; hël; 6 comp; D. 8m60; R. 8m40; G. 7m60; (WB. C. A. 16 t.; C. R. 10 1/2 t.).	44.79 147-0	6.82 22-3	3.67 12-0	.....	San Thomé	Hbg 01			
✝	103	AMALIENBORG, Petersen. (5.07)	I	3/3, L	1.1.	Glt	1344 837 1025	Dan	84	Burmeister & Wain Copenhagen	F; hël; 5 comp; D. 46m, G. 15m24; (WB. cell. 330 t; C. R. 20 t.); 1 p. F; grp-car. 5.07.	75.1 246-6	9.7 32-0	4.74 15-7	18 20 1/2 22 1/2	Copenhagen	Cph. 5.07			
✝	104	AMBOX, Van Beemen. ELECTR. (7.05)	I	3/3, L	1.1.	2 m 3 P-S	3598 2821 3417	P.B	01	Maatschappij De Schelde Flessingue	A; hël; 7 comp; spard; R. R. 13m72; R. 23m50; G. 10m52; (WB. cell. 600 t.); 1 p. A; car. 10.07.	103.63 340-0	13.56 44-6	9.44 31-0	86 1/2 91	Amsterdam	Am. 10.07			
✝	105	AMBROISE-PARÉ, Michel. (3.07)	I	3/3, P	1.1.	1 m	326 147 285	Frç	07	Smith's Dock Co Ltd North-Shields	A; hël; 4 comp; 1 p. B.	44.30 145-4	7.08 23-3	3.85 12-8	.....	Fécamp	N-C. 3.07			
✝	106	AMÉLIE (ex-Olga), Johan- sen. (3.03) 82-99	I	3/3, L	1.1.	Glt	1114 796 887	Blg	83	Norddeutsche Werfte Kiel	F; hël; 6 comp; welld; 1/2 D. 24m70; R. 17m37; G. 9m14; (WB. cell. 304 t.); 1 p. F; grp. 87; rp. 06; car. 4.07.	68.6 225-0	10.1 33-0	5.03 16-6	.....	Anvers	Av. 4.07			
✝	107	AMERICAN, Markt- schlaeger. (6.97) Petrol. in bulk. ELECTR.	II	—	—	G3m 2 P-T	3526 2266 3333	P.B	92	Palmer's Shipbuild- ing & Iron Co Ltd Jarrow o/Tyne	A-F; hël; 23 comp; D. 61m61; G. 10m36; (WB. E. 64 t; B. 98 t; C. R. 30 t; C. A. 102 t.); 2 p. A; rp-car. 7.01.	105.25 345-4	13.44 44-1	8.38 27-6	.....	Rotterdam	N-C. 01			
.	108	AMERIKA, Wikström. (4.06)	III	3/3, P	1.1.	Glt	421 287 340	Sds	89	C. A. Lindvall Stockholm	A; hël; 5 comp; welld; 1/2 D. 13m86; R. 10m40; G. 4m45; (WB. E. 45 t.); p. P; rp. 07; car. 4.07.	2.84 140-4	7.4 24-3	4.33 14-2	.....	Piteå	Stkh. 4.07			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		SURVEILLANCE SPECIALE		TYPE — DATE DU CERTIFICAT		CYLINDRES		CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE		SURVEILLANCE SP. GÉNÉL		ENVELOPPE		FOYERS		CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES			
				NOMBRE		DIAMÈTRES — EN CENTIMÈTRES EN POUCES		COURSE des pistons cent. pouces		LIEU & ANNÉE de CONSTRUCTION		NOMBRE		Diamèt.   Long.		NOMBRE sur/degille en mètres carrés en pieds carrés		PRESSION Claus. prime. Claus. auxil.		LIEU & ANNÉE de CONSTRUCTION			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
97	Société Générale de Transports Maritimes à vapeur	Tr. Exp. (2.04)	3	70 - 110 - 180 27.6-43.3-71 PS.n.04;v.5.05	122 48	610 2600 74	Richardson & Co Newcastle o/T.1888	Mrs. 5.06	✠	2 CD	4.03 13-3	4.95 16-3	12	18 194	527 5666	10.5 150 4.5-64	Ateliers de Pro- vence Marseille 1904	Mrs. 04 v.c.04 P.C.04					
98	P. A. van Es & Co	✠ Comp. (5.04)	2	48 - 94 19-37 PS. 8.07	68 27	375 90	Joh. C. Tecklenborg Geestemünde 1896	Hbg 8.07	✠	1 C	3.70 12-2	3.00 9-10	2	4 43	140 1506	8.25 117 8.2-117	Joh. C. Tecklenborg Geestemünde 1896	Am. 6.87 v.c.04 P.C.04					
99	Koninklijke Paketvaart Maatschappij	✠ Tr. Exp. (3.04)	3	44 - 69 - 117 17-27-46 PS. 3.04	91 36	250 800 92	Nederlandsche Fa- briek Amsterdam 1900	Btv. 12.05	✠	2 CD	4.77 15-8	3.43 11-3	8	13.75 148	457 4924	11.2 160 5.6-80	Nederlandsche Fa- briek Amsterdam 1900	Btv. 05 P.C.05 v.c.04					
100	Albrecht von Appen	✠ Comp. (8.07)	2	45 - 85 17.7-33.5 PS.n.03 v.8.07	50 19.6	250 110	Actien-Gesellschaft Neptun Rostock 1891	Hbg 8.07	✠	1 C	3.20 10-6	2.90 9-6	2	2.50 27	100 1076	6.50 92	Actien-Gesellschaft Neptun Rostock 1891	Hbg 8.07 v.c.8.07					
101	M. A. Bradley	✠ Tr. Exp. (2.02)	3	61 - 97 - 155 24-38-61	107 42	262 1500	Cleveland Shipbs Co Cleveland 1893	.....	✠	2 C	4.27 14-0	3.81 12-6	6	14.03 151	481 5174	11.2 160	Cleveland Shipbs Co Cleveland 1893	Civ. 02 v.c.02					
102	Gouvernement Portu- gais	✠ Tr. Exp. (4.01)	4	24 - 24 - 50 - 85 9.5-9.5-20-34	45 18	350 160	R. Holtz Harburg 1901	.....	✠	2 C	2.30 7-6	2.60 8-6	2	4 43	120 1291	11.3 162 6.2-88	R. Holtz Harburg 1901	Hbg 10.05					
103	Dampskibs-Selskabet « Dannebrog » (C. K. Hansen)	✠ Comp. (5.07)	2	76 - 132 30-52 PS.n.05;v.5.07	84 33	120 500	Burmeister & Wain Copenhagen 1884	Cph.5.07	✠	2 C	3.50 11-6	2.70 8-10	1	6.10 66	208 2240	5.3 75	Burmeister & Wain Copenhagen 1907	Cph.5.07 v.c.5.07					
104	Stoomvaart Maatschap- pij « Nederland »	✠ Tr. Exp. (6.06)	3	58 - 97 - 157 23-38-62 PS. 6.07	107 42	1500 70	Maatschappij de Schelde Flessingue 1901	Am.6.07	✠	2 C	4.27 14-0	3.48 11-5	6	10.04 108	424 4562	12.6 180 12.6-180	Maatschappij de Schelde Flessingue 1901	Am.6.07 v.c.6.05 P.C.6.05					
105	Van Dale & Co	✠ Triple (3.07)	3	33 - 61 - 94 13-24-37	69 27	90 580 118	Shields Engin. & Dry dock Co Ltd North-Shields 1907	N.C. 3.07	✠	1 C	4.04 13-3	3.05 10-0	3	4.65 50	147 1580	13 185	Robt Stephenson & Co Ltd Hebburn o/T.1907	N.C. 3.07					
106	Adolf Deppe	✠ Comp. (3.03)	2	77 - 134 30.4-52.7 PS. 4.07	92 36.2	140 700 76	Märkisch-Schlesi- sche Maschinen- bau Actien Ges. Berlin 1883	Av. 4.07	✠	2 C	3.40 11-2	2.80 9-2	4	7.52 81	211 2273	5.27 75 5.6-80	Märkisch-Schlesi- sche Maschinenbau Actien Ges. Berlin 1883	Av. 4.07 v.c.03					
107	American Petroleum Co	✠ Tr. Exp. (7.01)	3	68.5 - 112 - 183 27-44-72	122 48	400 2000 68	Palmer's Shipbs & Iron Co Ltd Jarrow o/Tyne 1892	.....	✠	2 CD	4.26 14-0	5.18 17-0	12	19.7 215	650 6995	11.2 160	Palmer's Shipbuild- ing & Iron Co Ltd Jarrow o/Tyne 1892	N.C. 01 v.c.01					
108	Aktiebolaget « Stor- fors » (C. A. Hedqvist)	Tr. Exp. (4.06)	3	28 - 43 - 71 11-17-28 PS.n.05;v.4.07	58 23	70 300 120	Bergsunds Mek. Werkstads Actie- bolag. Stockholm 1889	Stkh. 4.07	✠	1 C	2.82 9-3	2.62 8-7	2	2.51 27	— 150	10.5	Bergsunds Mek. Werkstads Actie- bolag. Stockholm 1889	Stkh. 4.06 P.C.4.06 v.c.4.06					



## AMP

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY
	—								T.				—		PROPELLER							
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND			R.	U.	PORT OF BUILDING			WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS				IN METERS		IN FEET & INCHES							SUMMER WINTER W.N.A. In inches
	1	2	3	4	5	6			7	8			9	10	11	12	13	14	15	16	17	18
✦ 109	AMIRAL-DE-KERSAINT, Le Bacheley. (2.04) ELECTR.	I	3/3,L	1.1.	2 m	3571 4216	Frç	04	Chantiers de la Loire St-Nazaire	A; hél; 8 comp; welldeck; D. 82m; R. 14m & 35m; G. 13m70; (WB. cell. 1113 t; C. R. 75 t; C. A. 60 t.); car. 3.07.	118.74 389-7	15.20 49-10	8.04 26-4	.....	Le Havre	Hv. 3.07						
✦ 110	AMIRAL-LATOCHE-TRE- VILLE, Tessel. (2.04) ELECTR.	I	3/3,L	1.1.	2 m	3573 4216	Frç	04	Chantiers de la Loire Nantes	A; hél; 8 comp; welldeck; D. 82m; R. 14m & 35m; G. 13m70; (WB. cell. 1113 t; C. R. 75 t; C. A. 60t.);rp-car. 6.07.	118.98 390-4	15.16 49-8	8.02 26-3	.....	Le Havre	Dk. 6.07						
✦ 111	AMIRAL-MAGON, Louis. ELECTR. (4.04)	I	3/3,L	1.1.	2 m	3551 4213	Frç	04	Chantiers de la Loire St-Nazaire	A; hél; 8 comp; welldeck; D. 82m; R. 14m & 35m; G. 13m70; (WB. cell. 1113 t; C. R. 75 t; C. A. 60 t.); rp. 05; car. 5.07.	118.79 389-9	15.20 49-10	8.04 26-4	.....	Le Havre	Dk. 5.07						
✦ 112	AMIRAL-NIELLY, Morice. ELECTR. (4.04)	I	3/3,L	1.1.	2 m	3571 4213	Frç	04	Chantiers de la Loire Nantes	A; hél; 8 comp; welldeck; D. 82m; R. 14m & 35m; G. 13m70; (WB. cell. 1113 t; C. R. 75 t; C. A. 60 t.); rp-car. 7.07.	118.98 390-4	15.16 49-9	8.02 26-3	.....	Le Havre	Dk. 7.07						
✦ 113	AMIRAL-OLRY, Lebrun. ELECTR. — - 05 (6.04)	I	3/3,L	1.1.	2 m	3564 4217	Frç	04	Chantiers de la Loire St-Nazaire	A; hél; 8 comp; welldeck; D. 82m; ½ D. 8m; R. 14m, 35m & 6m20; G. 13m70; (WB. cell. 1113 t; C. R. 75 t; C. A. 60 t.);rp-car. 6.07.	118.81 389-10	15.20 49-10	8.04 26-4	.....	Le Havre	Dk. 6.07						
✦ 114	AMIRAL-PONTY, Benard. ELECTR. (10.04)	I	3/3,L	1.1.	2 m	3557 4203	Frç	04	Chantiers de la Loire St-Nazaire	A; hél; 8 comp; welldeck; D. 82m; ½ D. 8m; R. 14m, 35m & 6m20; G. 13m70; (WB. cell. 1113 t; C. R. 75 t; C. A. 60 t.); car. 9.07.	118.78 389-19	15.22 49-11	8.04 26-4	.....	Le Havre	Dk. 9.07						
✦ 115	AMIRAL-RIGAUT-DE-GE- NOUILLY, Briend. (6.04) 89-05	I	3/3,L	1.1.	2 m	5364 3419 4403	Frç	01	Chantiers de Proven- ce Port-de-Bouc	A; hél; 10 comp; welldeck; D. 79m70; R. 20m46, 5m60 & 7m10; G. 12m60; (WB. cell. 316 t; C. R. 24 t; C. A. 34 t.); car. 8.07.	120.59 395-8	15.46 50-9	8.07 26-5	.....	Le Havre	Dk. 8.07						
✦ 116	AMIRAL-SALLANDEUZE- DE-LA-MORNAIX, Pignorel. (8.04)	I	3/3,L	1.1.	2 m	5368 3447 4374	Frç	04	Chantiers de Proven- ce Port-de-Bouc	A; hél; 10 comp; welldeck; D. 79m70; R. 20m46, 5m60 & 7m10; G. 12m60; (WB. cell. 340 t; C. R. 34 t.; car. 9.07.	120.59 395-8	15.46 50-9	8.07 26-5	.....	Le Havre	Hv. 9.07						
✦ 117	AMIRAL-TROUDE, Toulouse. (4.04) 85 - 04	I	3/3,L	1.1	2 m	5594 3554 4377	Frç	04	Chantiers de St-Na- zaire (Penhoët) St-Nazaire	A; hél; 8 comp; welldeck; D. 81m50; R. 18m40, 6m10 & 7m20; G. 14m50; (WB. cell. 1058 t; C. R. 115 t; C. A. 75 t.); car. 7.07.	119.95 393-3	15.46 50-9	7.78 25-5	.....	Le Havre	Dk. 7.07						
✦ 118	AMOR (ex-Ville-de-Valence), Rubaud. (6.06)	I	3/3,L	1.1.	G 3m 2 P-B	1559 888	Itl	82	R. Thompson & Sons Sunderland	F; hél; 6 comp; R. 12m20; (WB. cale A. 60 t; cale A. 110 t; C. A. 38 t.); 1 p. F; 1 p. P; rp. 06; car. 4.07.	76.0 249-4	10.4 34-0	7.85 25-9	.....	Savone	Mrs. 4.07						
✦ 119	AMOY, Plambeck. (3.06)	I	3/3,L	1.1.	Glt 2 P-S	1072 732 936	Alm	92	Flensburger Schiff- bau-Gesellschaft Flensburg	A; hél; 5 comp; R. 10m46; G. 7m50; spard; (WB. cell; 202 t.); 1 p. A;rp-car. 1.07.	62.17 203-10	9.45 31-0	6.52 21-5	64.0 66 ½ 70.0	Flensburg	H-K 1.07						
✦ 120	AMPURDANES (ex-Burg), Gelpi. (6.05)	II	3/3,P	1.1	G 3m	222 122 107	Esp	79	Blohm & Voss Hamburg	F; hél; 5 comp; R. 12m80; alg. 83; 1 p. F; rp. 05; car. 1.07.	39.20 128-9	5.02 16-6	2.34 7-8	.....	Barcelone	Brc. 1.07						

N. B. — The Marks — indicate that the class has expired or has been withdrawn conformity with article G of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								AMP			
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKES in centim. in inches	Horse power nominal INDICATED REVOLUTIONS		BUILDERS - PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler. Donkey Boiler.		MAKERS - PORT AND DATE of CONSTRUCTION	LAST SURVEY OF BOILERS	
					DIAMETERS - IN CENTIMETERS IN INCHES	INCHES							Diamet.	Length	NUMBER	grate surface in square meters in sq. feet					heating surface in sq. meters in sq. feet
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
100	Chargeurs Réunis	✝	Tr. Exp. (2.04)	3	65 - 108 - 174 25.5-42.5-68.5 PS.7.06	130 51	2800 80	Chantiers de la Loire Nantes 1904	Hv. 3.07	✝	3 C	4.36 14-3	3.33 10-11	9	15.87 171	646 6946	13 186 13-186	Chantiers de la Loire Nantes 1904	Hv. 3.07		
110	Chargeurs Réunis	✝	Tr. Exp. (2.04)	3	65 - 108 - 174 25.5-42.5-68.5 PS.9.06	130 51	2800 80	Chantiers de la Loire Nantes 1904	Dk. 6.07	✝	3 C	4.36 14.3	3.33 10-11	9	15.87 171	647 6957	13 186 13-186	Chantiers de la Loire Nantes 1904	Nt. 04		
111	Chargeurs Réunis	✝	Tr. Exp. (4.04)	3	65 - 108 - 174 25.5-42.5-68.5	130 51	2800 80	Chantiers de la Loire Nantes 1904	Hv. 7.06	✝	3 C	4.36 14-3	3.33 10-11	9	15.87 171	647 6957	13 186 13-186	Ateliers de la Loire Nantes 1904	Dk. 5.07		
112	Chargeurs Réunis	✝	Tr. Exp. (4.04)	3	65 - 108 - 174 25.5-43-69 PS. n. 10.06	130 51	700 2800 80	Ateliers de la Loire Nantes 1904	Dk. 10.06	✝	3 C	4.36 14-3	3.33 10-11	9	15.87 171	647 6957	13 186 13-186	Ateliers de la Loire Nantes 1904	Dk. 7.07 P.C. 05		
113	Chargeurs Réunis	✝	Tr. Exp. (6.04)	3	65 - 108 - 174 25.5-42.5-68.5 PS.8.06	130 51	2800 80	Ateliers de la Loire Nantes 1904	Dk. 6.07	✝	3 C	4.36 14-3	3.33 10-11	9	15.87 171	647 6957	13 186 13-186	Ateliers de la Loire Nantes 1904	Dk. 6.07		
114	Chargeurs Réunis	✝	Tr. Exp. (10.04)	3	65 - 108 - 174 25.5-42.5-68.5 PS.11.06	130 51	2800 80	Ateliers de la Loire Nantes 1904	Dk. 9.07	✝	3 C	4.36 14-3	3.32 10-11	9	15.87 170	647 6957	13 184 13-184	Ateliers de la Loire Nantes 1904	Dk. 9.07		
115	Chargeurs Réunis	✝	Tr. Exp. (6.04)	3	68 - 110 - 175 27-43.5-69	130 51	2800 80	Ateliers de Provence Marseille 1904	Dk. 8.07	✝	3 C	4.44 14-7	3.43 11-3	9	15.72 168	657 7064	12.5 177 12.5-177	Ateliers de Provence Marseille 1904	Dk. 8.07		
116	Chargeurs Réunis	✝	Tr. Exp. (8.04)	3	68 - 110 - 175 27-43.5-69 PS.9.07	130 51	2800 80	Ateliers de Provence Marseille 1904	Hv. 9.07	✝	3 C	4.44 14-7	3.43 11-3	9	15.70 169	657 7064	12.5 177 12.5-177	Ateliers de Provence Marseille 1904	Mrs. 04		
117	Chargeurs Réunis	✝	Tr. Exp. (4.04)	3	67 - 109 - 183 27-43-72 PS. 10.06	122 48	2800 80	Ateliers de la Loire Nantes 1904	Dk. 10.06	✝	3 C	4.36 14-3	3.33 10-11	9	15.87 171	636 6828	13 186 13-186	Ateliers de la Loire Nantes 1904	Dk. 6.05		
118	Becchi & Calcagno	✝	Comp. (6.06)	2	84-158 33-62 PS. c. 4.07	107 42	187 750	J. Dickinson Sunderland 1882	Mrs. 4.07	✝	2 C	4.03 13-3	3.20 10-6	6	8.18 88	5.62 80	J. Dickinson Sunderland 1882	Gu. 6.06 v. c. 6.06			
119	H. A. Petersen	✝	Tr. Exp. (3.06)	3	38-62 - 109 15-24.5-43 PS. 1.07	68.5 27	450 85	Flensburger Schiff- bau-Gesellschaft Flensburg 1892	H-K. 1.07	✝	1 C	4.04 13-3	2.93 9-6	3	3.95 42.5	167 1800	11.6 165 6.3-90	Flensburger Schiff- bau-Gesellschaft Flensburg 1892	Shg. 3.06 P.C. 3.06 v. c. 3.06		
120	Felix Ribera	.	Comp. (6.05)	2	35.5 - 61.5 14 - 24.2 PS. n. 6.05	46 18	30 120	Blohm & Voss Hamburg 1879	Brc. 1.07	.	1 C	2.68 8-9	2.60 8-6	2	1.86 20	5.27 75	Blohm & Voss Hamburg 1879	Brc. 1.07 v. c. 6.05			

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT — NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR — EN METRE: EN PIEDS & POUCES	LARGEUR — EN METRE: EN PIEDS & POUCES	CUEUX — EN METRE: EN PIEDS & POUCES	FRANC BORD ET HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME	T.	R.	U.													
	1	2						3	4										
✠	121	AMSTERDAM, <i>Mulder</i> . ELECTR. Drague. (9.07)	I	3/3, R	1.1.	—	373 196 365	Chl	07	J. & K. Smit Kinderdijk	A; 2 hêt; 9 comp.	46.00 150-11	8.00 26-3	3.50 11-6	.....	Valparaiso	Rd. 9.07		
✠	122	AMSTERDAM, <i>Borg</i> . ELECTR. (12.03)	I P.R.	3/3, G	1.1.	2 m	944 653 711	Sds	03	Lindbergs Mek. Werkstad Stockholm	A; hêt; 5 comp; welldeck; 1/2 D. 23m17; R. 15m85; G. 7m32; (WB. cell. 250 t.); rp. 04; car. 4.07.	63.50 208-4	9.78 32-1	4.13 13-7	.....	Stockholm	Rd. 4.07		
✠	123	AMUR (ex-Absalon), <i>Atte-</i> <i>mann</i> . (12.05)	II	3/3, A	1.1.	G3m 2 P-B-S	1423 868 1387	Rss	73 V.05	Burmeister & Wain Copenhagen	F; hêt; 5 comp; spard; (W.T. 400 t.); 1 p. S; 1 p. F; grp. SS. 90; rp-car. 2.07.	72.54 238-0	9.80 32-2	7.37 24-2	1 3 6 1/2	St-Petersburg	Gls. 2.07		
✠	124	ANADYR (ex-Franche-Comté) ..... (12.02)	I	—	—	2 m 3 P	7078 4632 6870	Rss	02	Vickers, Sons & Ma- xim Ld Barrow-in-Furness	A; 2 hêt; 9 comp; shelterdeck; R. 36m95; (WB. cell. 1343 t.; cale 1100 t.; C.R. 110 t.; C.V. 205 t.).	145.69 478-0	17.20 56-1	9.90 32-5	.....	Lvp. 04			
✠	125	ANATOLIE, <i>Vergnes</i> . (8.04)	I	3/3, L	1.1.	B-G 2 P-B	2174 1304 2042	Frç	84 V.04	Forges & Chantiers Le Havre	F-A; hêt; 7 comp; D. 20m; R. 22m50; G. 17m; WB. cale. A. 145 t.; R. 155 t.); 2 p. F; grp. 00; car. 4.07.	94.0 308-4	10.9 35-8	7.27 23-10	.....	Marseille	Mrs 10.07		
✠	126	ANDERLECHT, <i>Scheltjens</i> . Remorqueur. (7.99)	I	—	—	1 m bsc	49 479	Blg	99	Sté An. des Ateliers, Forges & Aciéries Bruges	A-F; hêt; 4 comp; 1 p. F; car. 10.01.	19.80 65-0	4.30 14-1	2.35 7-9	.....	Bruxelles	Av. 01		
✠	127	ANDREI-STEMPINSKY, ELECTR. <i>Clark</i> . (10.99) Drague.	I	—	—	1 m	479 206 451	Rss	99	Wm Simons & Co Ld Renfrew	A; hêt; R. R. 4m20; G. 6m40; 1 p. PP	46.63 153-0	10.07 33-1	3.68 12-1	==	St-Peters- burg	Gls. 99		
✠	128	ANDREW-CARNEGIE, <i>Jones</i> . (3.02)	I	—	—	3 m 1 P-B	4106 3068	Amr	97 V.02	Cleveland Shipbuild- ing Co Cleveland (O.)	A; hêt; 4 comp; G. 14m62; (WB. cell.); p. A.	122.83 403-0	14.62 48 0	7.40 24-3	.....	Cleveland (Ohio)	Clv. 02		
✠	129	ANDROS (ex-Rosario), ..... (10.93)	I	—	—	B-G 2 P-B	1829 1163 1668	Alm	81 V.93	Blohm & Voss Hamburg	F; hêt; 5 comp; D. 8m23; R. R. 7m93; R. 22m56; G. 12m19; 1 p. F; rp. 85; car. 10.93.	82.30 270-0	10.40 34-0	7.32 24-1	.....	Hamburg	Av. 93		
✠	130	ANGANTYR, <i>Holm</i> . (5.06) 05-06	I P.R.	3/3, G	1.1.	2 m	1359 845 1102	Dan	00	Howaldtswerke Kiel	A; hêt; 5 comp; 1/2 D. 24.40; R. 18m; G. 9m15; (WB. cell. 392 t; C.R. 23 t; C.V. 35 t.); rp-car. 5.07.	70.10 230-0	10.97 36-0	5.11 16-9	19 21 1/2 24	Copenhagen	Sws. 5.07		
✠	131	ANGE-GARDIEN, ..... Chalutier. (3.97)	I	—	—	1 m	28 0	Frç	97	Anciens Etablis- sements Cail St-Denis	A; hêt; 4 comp; p. S.	13.16 44-10	4.66 15-4	2.20 7-3	.....	Boulogne	Paris 97		
✠	132	ANGELINE, ..... (10.99) ELECTR.	I	—	—	2 m 1 P-B	4644 3538	Amr	99	Detroit Shipb. Co Wyandotte (Mich.)	A; hêt; 4 comp; (WB. cell).	129.15 423-9	15.77 51-9	8.54 28-0	.....	Cleveland (Ohio)	Clv. 99		

N. B. — Les traits ——— indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	TYPE		ENVELOPPE		FOYERS		CONSTRUCTEURS						
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	NOMBRE							Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	surf. de chauffe en mèt. carr. en pèds carr.		— PRESSION — Chaud. princ. Chaud. auxil.					
																				LIEU & ANNÉE de CONSTRUCTION	LIEU & ANNÉE de CONSTRUCTION			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
121	Gouvernement Chilien	✠	2 Comp. (9.07)	4	38 - 76 15 - 30	41 16	500 150	Machinefabrick Rotterdam 1907	Rd. 9.07	✠	2 C	3.40 11-2	2.84 9-4	4	7.90 85	213 2290	8.4 120	Machinefabrick Rotterdam 1907	Rd. 9.07					
122	Nya Rederibolaget « Svea » (H. Blomberg)	✠	Tr. Exp. (12.03)	3	38 - 61 - 99 15-24-39	66 26	150 600 100	Lindbergs Mek. Workstad Stockholm 1903	.....	✠	2 C	2.97 9-9	2.82 9-6	4	10 110	153 1700	12.6 180	Lindbergs Mek. Workstad Stockholm 1903	Stkh. 03					
123	Radau & Co	.	Comp. tand. (12.05)	4	53 - 112 21 - 44 PS.n.04;v.2.07	76 30	120 500 68	Burmeister & Wain Copenhagen 1873	Glsq. 2.07	✠	2 C	3.28 10-9	2.69 8-10	4	6.13 66	196 2114	4.6 65 4.6-65	Burmeister & Wain Copenhagen 1890	Glsq. 2.07 P. c.05 v.c.05					
124	Gouvernement Impérial de Russie	.	2 Tr. Exp. (4.04)	6	69 - 112 - 183 27 - 44 - 72	122 48	4600 70	Vickers, Sons & Maxim Ld Barrow-in-Furness 1902	Lvp. 04	.	3 C	4.72 15-6	3.20 10-6	18	37.87 418	1323 14222	12.6 180	Vickers, Sons & Maxim Ld Barrow-in-Furness 1902	Lvp. 04					
125	Cie de Navigation Maro- caine et Arménienne (N. Paquet & Co)	✠	Comp. (8.04)	2	99 - 185 39 - 73 PS. 6.06	107 42	375 1500 70	Forges & Chantiers Le Havre 1884	Mis. 10.07	✠	4 C	3.52 11-7	3.00 9-10	8	12 129	502 5398	5.5 78	Stapfer de Duclos Marseille 1900	Mis. 10.07 v.c.04					
126	Soc. an. du Canal & des Installations Maritimes	✠	Comp. 7.99;	2	25 - 45 10 - 18	30 12	25 100 160	Société anon. Mar- cineille & Couillet Couillet 1899	.....	✠	1 C	2.20 7-5	2.80 9-2	1	1.57 17	50 538	9.5 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99					
127	Gouvernement Impérial de Russie	✠	Comp. (9.99)	2	53 - 107 21 - 42	76 30	92 500 95	Wm Simons & Co Ld Renfrew 1899	.....	✠	1 C	3.88 12-9	3.05 10-0	2	3.90 42	141 1551	8.4 120	Wm Simons & Co Ld Renfrew 1899	Glsq. 99					
128	Wilson Transit Co	✠	Tr. Exp. (3.02)	3	58 - 97 - 160 23 - 38 - 63	102 40	1125 85	Cleveland Shipbuild- ing Co Cleveland (O.) 1897	.....	✠	3 C	3.66 12-0	3.81 12-6	6	19.25 207	534 5748	12.27 175	Cleveland Shipbuild- ing Co Cleveland (O.) 1897	Clv. 02 v.c.02					
129	Deutsche Levante-Linie	✠	Comp. (10.93)	2	86.5 - 150 34.2 - 59	99 39	200 800 65	Blohm & Voss Hamburg 1881	.....	✠	2 C	4.20 13-9	3.05 10-0	6	10.22 11.0	344 3700	5.27 75	Blohm & Voss Hamburg 1881	Av. 93 v.c.93					
130	Dampskibs-Seelskabet « Gefion » (Holm & Wonsild)	✠	Triple (5.06)	3	42 - 68 - 107 16.5-27-42 PS. 5.07	75 29.5	600 90	Howaldtswerke Kiel 1906	Sws. 5.07	✠	2 C	3.35 11-0	3.03 9-11	4	6.72 72	221 2376	12.5 178	Ottensener Eisen- werk Altona 1906	Kiel 5.06					
131	P. Bourgain-Bourgain	✠	Comp. (3.97)	2	24 - 38 9.4 - 15	25 9.8	20 80 200	Anciens Etablis- sments Cail St-Denis 1897	.....	✠	1 C	1.90 6-3	2.25 7-7	1	1.10 12	30 322	7 100	Cail Denain 1897	Paris 97					
132	Presque Isle Transport- ation Co	✠	Tr. Exp. (10.99)	3	56 - 89 - 147 22 - 35 - 58	107 42	1150 85	Detroit Shipb. Co Detroit (Mich.) 1899	.....	✠	2 C	4.00 13 2	3.58 11 7	4	8.18 88	399 4292	11.6 167	Detroit Shipb. Co Detroit (Mich.) 1899	Clv. 99					



# ANT

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE			FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS ERECTOR ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	PERMITS (SUMMER WINTER W.N.A.) in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.												
	DATE OF TERM						R.												
	1	2	3				4	5	6										
+	133	ANGUS, <i>Dakers.</i> (2.04)	Turret. 92-04	I	3/3, I	1.1	2 m	1 P-B	3619 2320 3029	Ang	04	Wm Duxford & Sons Ld Sunderland	A; <i>hél</i> : 7 comp; D. 8m90; G. 11m20; (WB. cell. 949 t; cale 423 t; C. R. 10 t.); rp-car. 6.07.	103.55 339-9	15.30 50-2	6.90 22-8	125 129	Dundee	N-C. 6.07
+	134	ANHOLT, <i>Sörensen.</i>	Tug. (12.98)	I	—	—	Slp		110 1 101	Dan	98	Lobnitz & Co Ld Renfrew	A; <i>hél</i> : 5 comp	35.40 83-4	5.42 19-1	3.08 10-1	.....	Copenhagen	Gls. 98
.	135	ANITA (ex-Penelope), <i>de Ajuria.</i> (8.02)		II	—	—	R-G	2 P	1175 718 976	Urg	72	G. Barkhouse & Dixon Middlesbro' o T.	F; <i>hél</i> : 6 comp; D. 42m06; G. 9m14; (WB.); 1 p. Ml & PP. 87; rp. 98; car. 12.04.	70.10 230-0	9.40 31-0	5.67 18-7	.....	Montevideo	Am. 04
+	136	ANJOU, <i>Kerroux.</i> (4.01)	ELECTR.	I	3/3, P	1.1	Glt		439 199 421	Frç	00	de la Brosse & Fouché Nantes	A; 2 <i>hél</i> : 5 comp; ½ D. 8m50; R. 14m30; ½ G. 8m50; (WB. C. R. 29 t; C. A. 31 t.); 1 p. A; rp-car. 2.06	50.51 165-8	7.43 24-4	3.84 12-7	27 28 30	Rouen	Rn 2.06
.	137	ANNA (ex-Glenmavis), <i>Carlsson.</i> (5.03)		I	3/3, G	1.1	2 m	2 P	2114 1740 1636	Sds	81	Palmer's Shipbuild. & Iron Co Newcastle o T.	F; <i>hél</i> : 5 comp; D. 12m20; R. 19m50; (G. 10m05; (WB. 305 t. WT. R. 150 t.); grp. 03; rp. 06; car. 4.07.	87.17 286-0	11.32 37-2	7.06 23-2	.....	Gothembourg	N-C. 4.07
+	138	ANNA-C.-MINCH, .....	ELECTR. (5.03)	I	3/3, I	1.1	3 m	1 P-B	4282 3229	Amr	03	American Shipbuild- ing Co Cleveland	A; <i>hél</i> : 5 comp; (WB).	115.82 380-0	15.24 50-0	8.54 28-0	.....	Cleveland (Ohio)	Clv. 03
+	139	ANNAM, <i>Le Roy.</i> (6.06)		I	3/3, P	1.1	Glt	2 P-A	315 127 258	Frç	02	A. Dubigeon Nantes	A; <i>hél</i> : 5 comp; shadedeck; R. 7m42; rp. 07; car. 4.07.	48.52 159-2	7.00 23-0	2.50 8-2	.....	Saigon	Saig. 4.07
.	140	ANNIE-THERESE (ex-Cy- clop), <i>Carlowitz.</i> (5.04)		II	—	—	G3m	1 P-B	1098 698 873	Sds	73	Reiherstieg Schiffs- werfte Hamburg	F; <i>hél</i> : 5 comp; <i>velld</i> : ½ D. 37m20; R. 7m30; G. 9m60; (WB. cell. A. 135 t.); p. S; rp. 06; car. 5.07.	69.7 228-9	8.8 28-9	5.09 16-8	.....	Stockholm	Stkh. 7.07
+	141	ANSGAR, <i>Madsen.</i> (1.06)		II	3/3, A	1.1	B-G	2 P-B-S	1347 840 902	Dan	79	Burmeister & Wain Copenhagen	F; <i>hél</i> : 7 comp; <i>spard</i> : rp. 80; WT. 400 t.; 1 p. S; 1 p. F; grp. 94; rp. car. 3.07.	73.83 242-3	10.12 33-3	6.89 22-7	87 ½ 90 93 ½	Copenhagen	Cph. 3.07
+	142	ANSGARIUS, .....	(12.98) (3/3, G. 1.1.)	14	...	..	Glt	1 P-B	573 349 445	Nrw	98	Brunchorst & Dekke Bergen	P-PP-C; ch. frg. ( <i>sal</i> ); sfb; <i>hél</i> .	49.80 163-5	7.40 24-3	4.62 15-2	.....	Stavanger	Brg 98
+	143	ANTIOCHE, <i>Moinet.</i>	Chalutier. — 05 (7.05)	I	3/3, P	1.1	Kt		249 67 220	Frç	05	Smiths Dock Co (Ld) North-Shields	A; <i>hél</i> : 4 comp; p. b.	38.25 125-6	6.71 22-0	3.69 12-1	.....	La Rochelle	N-C. 8.05
+	144	ANTOINETTE, .....	ELECTR. Chalutier. (8.07)	I	3/3, P	1.1	2 m		261 90	Frç	07	Bonn & Mees Rotterdam	A; <i>hél</i> : 5 comp; (WB. 34 t.); 1 p. PP.	42.86 140-8	6.63 21 9	3.96 13-0	.....	Boulogne s/Mer	Rd. 9.07

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS										LAST SURVEY	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	SHELL		Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION						
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKES — in centim. in inches					Diameter — IN METERS IN FEET AND INCHES	Length — IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main boiler. Donkey boiler.	PRESSURE Main boiler. Donkey boiler.	MAKERS — PORT AND DATE of CONSTRUCTION			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	
133	Angus Shipping Co Ltd	✠	Tr. Exp. (2.04)	3	66 - 107 - 173 26 - 42 - 68	107 42	313 1350 63	W. Doxford & Sons Ld Sunderland 1904	Hbg 12.06	✠	2 C	4.80 15-9	3.35 11-0	6	10.03 108	456 4906	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1904	N-C.		
134	Det Forenede Damp- skibs-Selskabet	✠	Comp. (12.98)	2	36 - 81 14 - 32	53 21	47 250 120	Lobnitz & Co Ld Renfrew 1898	.....	✠	1 C	3.12 10-3	2.74 9-0	2	3.79 34	69 747	10.5 150	Lobnitz & Co Ld Renfrew 1898	Glsgr. 98		
135	Compañia Naviera « Uriarte » J. A. Acha	.	Comp. (8.02)	2	71 - 146 28 - 57.5 PS. 12.04	84 33	130 520	T. Richardson & Sons Hartlepool 1872	Am. 04	.	2 C	3.29 10-9	2.80 9-3	4	6.13 66		4.92 70	Amsterdamsche Droog Dok Mij Amsterdam 1881	Am. 02 v.c.02		
136	Compagnie Maritime de la Seine	✠	2 Comp. (4.04)	4	45 - 76 18 - 30 PS. 4.04	42 17	150 600 170	de la Brosse & Fou- ché Nantes 1900	Paris 04	✠	2 C	4.57 15-0	3.09 10-2	4	6.32 68	182 1955	7 100	de la Brosse & Fou- ché Nantes 1900	Rn. 5.07 v.c.04		
137	C. L. Larsson	.	Comp. (5.03)	2	93 - 173 36.5 - 68 PS. 5.06	114 45	260 1040 53	Palmer's Shipbuild. & Iron Co Newcastle o/T. 1881	N-C. 4.07	.	2 C	3.66 12-0	3.20 10-6	6	10.00 108	307 3300	6 85 5.6-80	Palmer's Shipbuild. & Iron Co Newcastle o/T. 1881	N-C. 4.07 v.c.03 P.C. 04		
138	Kinsman Transit Co	✠	Tr. Exp. (5.03)	3	56 - 89 - 147 22 - 35 - 58	102 40	1300 85	American Ship- building Co Cleveland 1903	.....	✠	3 C	3.25 10-8	3.66 12-0	6	11.72 126	485 5217	12.6 180	American Ship- building Co Cleveland 1903	Civ. 03		
139	Messageries Fluviales de Cochinchine	✠	Tr. Exp. (6.06)	3	30 - 50 - 80 12 - 20 - 31.5 PS. n. 4.07	52 20.5	250 160	Brissonneau fils & A. Lotz Nantes 1902	Salg. 4.07	✠	1 C	3.28 10-9	2.98 9-10	2	3.81 41	110.51 1188	11.5 164	Brissonneau fils & A. Lotz Nantes 1902	Salg. 4.07 v.c. 6.06		
140	Rederi Aktiebolaget « Nordstjernen » (Axel Johnson)	.	Comp. (5.04)	2	71 - 127 28 - 50	84 33	110 440 60	Reiherstieg Schiffs- werfte Hamburg 1873	Stkh. 04	.	2 C	2.93 9-8	2.68 8-9	4	5.76 62	169 1819	4.92 70	Blohm & Voss Hamburg 1881	Stkh. 04 v.c. 04		
141	Dampskibs-Selskabet « Danmark » (Th. Sønne & Co)	.	Comp. tand. (1.06)	4	53 - 107 21 - 42 PS. n. 3.07	76 30	120 550	Burmeister & Wain Copenhagen 1879	Cph. 3.07	.	2 C	3.28 10-9	2.70 8-10	4	6.11 66	196 2114	5.3 75 5.3-75	Burmeister & Wain Copenhagen 1894	Cph. 3.07 P. C. 3.07 v.c. 1.06		
142	E. Berentsen	✠	Tr. Exp. (12.98)	3	31 - 51 - 81 12 - 20 - 32	66 26	70 380 84	Laxevaags Maskin- byggeri Bergen 1898	.....	✠	1 C	3.45 11-4	3.12 10-3	2	3.32 36	113 1222	11.9 171	Laxevaags Maskin- byggeri Bergen 1898	Brg. 98		
143	Georges Conor	✠	Tr. Exp. (7.05)	3	32 - 51 - 86 12.5 - 20 - 34	64 25	80 500 115	Shields Engin. & Drydock Co Ld North-Shields 1905	N-C. 8.05	✠	1 C	3.88 12-9	3.22 10-7	3	4.64 50	138 1486	12.6 180	Rob. Stephenson & Co Ld Heb- burn o/Tyne 1905	N-C. 8.05		
144	Pêcheries Lilloises (M. Lemaire & Co, à Lille)	✠	Triple (8.07)	3	33 - 56 - 91 13 - 22 - 36	61 24	490 115	Alblasserdamsche Machine Fabriek Alblasserdam 1907	Rd. 8.77	✠	1 C	3.80 12-6	3.20 10-6	2	3.72 40	133 1430	14 200	Alblasserdamsche Machine Fabriek Alblasserdam 1907	Rd. 8.07		

ARC

SURVEILLANCE SPECIAL	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈLEMENT — NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC ETÉ HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME																
	1	2	3														4
.	145	ANTONINA ( <i>ex-Berri</i> ), <i>Casimi.</i> (11.06)	I	3/3, G	1.1.	2 m	414 203	Brs	89 V.06	Morton & Co Leith	A; <i>hél</i> ; 5 comp; (WB. C.V. 28 t.; C. R. 39 t.); 1 p. F; rp-car. 11.06.	49.07 161-0	7.66 25-2	3.48 11-4	.....	Para	Rn. 11.06
✦	146	ANTONINE-&GEORGETTE. Chalutier ..... (9.97)	I	—	—	1 m	38	Frç	97	Anciens Etablisse- ments Cail St-Denis 1897	A; <i>hél</i> ; 4 comp; p. P.	14.50 47-7	5.00 16-5	2.55 8-4	.....	Boulogne	Paris 97
✦	147	ANTWERPEN-II, ..... ELECTR. Drague. (4.07)	I	3/3, R	1.1.	1 m	9 31 426 829	Blg	07	L. Smit & Zoon Kinderdijk	A; <i>hél</i> ; 12 comp; 1 p. A.	62.59 205-1	10.50 34-6	4.50 14-0	.....	Anvers	Rd. 4.07
✦	148	APOLLO, <i>Drewes.</i> (7.05) 84-03	I	3/3, G	1.1.	Glt 2 P-S	634 367 371	Alm	83 V.05	Möller & Holberg Stettin	F; <i>hél</i> ; 5 comp; spard; R. 2m; (WT. 8m50, 250 t.); 1 p. P; 1 p. F; grp.93; rp-car. 10.07.	51.48 168-11	8.03 26-4	5.60 18-4	.....	Bremen	Av. 10.07
✦	149	APOLLO, <i>Bonzet.</i> (8.05)	I P.R.	3/3, L	1.1.	2 m 2 P	765 488 620	P-B	05	Mij voor Scheeps- bouw Rotterdam	A; <i>hél</i> ; 5 comp; 1 D. 20m; R. 14m; G. 6m10; (WB. cell. 192 t.; 1 p. A; car. 7.07.	60.96 200-0	9.14 30-0	4.72 15-6	.....	Amsterdam	Am. 7.07
.	150	APSCHERON ( <i>ex-Era</i> ), <i>Gaukema.</i> (7.06) Petrol. in bulk.	II	3/3, L	1.1.	G 3 m 2 P-T	1864 1386 1827	Blg	87 V.06	The Palmer's Ship- building Co Jarrow-on-Tyne	A-F; <i>hél</i> ; 14 comp; R. 5m03; R. A; 1m40; (WB.E. 42 t; C.A. 48 t; C.R. 11 t.); 2 p. A; rp.06; car.3.07.	82.59 271-0	11.32 37-2	6.84 22-5	62 65 67	Auvers	Av. 3.07
.	151	AQUILA ( <i>ex-Alice</i> ), <i>Sardi.</i> (1.05)	III	3/3, A	1.1.	G3m 1 P-B	972 625 876	Ita	71 V.05	A. Stephen & Son Glasgow	F; <i>hél</i> ; 5 comp; R. 2m70; G. 11m50; (WB. 270 t.); p.A.91;rp-car.8.07.	69.79 229-0	9.14 30-0	5.36 17-7	.....	Gènes.	Ga. 8.07
✦	152	AQUITAINE, <i>Garcin.</i> 82-00 (6.04)	I	3/3, L	1.1.	Glt 3 P-S	3161 1988	Frç	91 V.04	Sunderland Ship- building Co Ld Sunderland	A-F; <i>hél</i> ; 7 comp; spard; D. 130 t; R. 83 t; G. 20 t; (WB. cell. 388 t; C.R. 24 1/2 t.); 2 1/2 p. A; grp.02; car.11.06;rp. 05.	106.80 350-5	12.95 42-6	7.98 26-2	.....	Marseille	Mrs. 11.06
✦	153	ARAL, <i>Thomas.</i> (4.07) ELECTR. 85-04 Petrol. in bulk.	II	3/3, L	1.1.	G 3 m 2 P-T	2826 2160 2675	Ang	91 V.07	Sir W.G.Armstrong, Mitchell & Co Ld Elswick	A-F; <i>hél</i> ; 12 comp; R. 6m10; G. 8m54; (WB.E.B. 174 t; WT. A. 248 t; C.A. 88 t.; 1 p. A; 1 p. F; grp-car.4.07.	94.49 310-0	12.26 40-3	8.61 28-3	79 83 1/2 85 1/2	Liverpool	N-C. 4.07
.	154	ARCATA, <i>Reed.</i> (10.93)	10-6	—	—	G3m 2 P	560 415	Amr	76 rc.93	Dickey Bros. San-Francisco	P-C.ch.ev.m-frç;stb; <i>hél</i> ;alg.80;rc- car.SS.9.93;p.n.93.	54.86 180 0	7.98 26-2	5.05 16-7	.....	San-Francisco	S-F. 96 c.v.96
✦	155	ARCHER, <i>Thompson.</i> Dredger. (9.00)	I	—	—	Glt	870 50 829	Ang	00	Sir W.G.Armstrong, Whitworth & Co Ld Low-Walker	A; 2 <i>hél</i> ; 9 comp; R. 12m35; G. 7m62. WB. cell. 255 t; C.R. 91 t); 1 p. A.	70.20 230-5	11.95 39-3	3.35 11-0	==	Rockhampton	N-C. 00
.	156	ARCONA, <i>Biese.</i> (4.94)	II	—	—	Glt 1 P-B	496 297 435	Alm	63 V.94	Cie Vulcan Stettin	F; <i>hél</i> ; 6 comp; D. 10m60; R. 15m90; p.S;rc-alg. SS. 74;rp.95;car.4.96.	64.61 212-0	7.36 24-1	3.80 12-6	.....	Stettin	Stt. 96

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALÉ.	MACHINES										CHAUDIÈRES							DATE DE VISITE DES CHAUDIÈRES		
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force tout-à- l'heure Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS	NOMBRE sur la grille en nat. carr. en pied carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.		CONSTRUCTEURS	
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN CENTIMÈTRES EN POUCES			LIEU & ANNÉE de CONSTRUCTION	Diamèt. Long.				EN MÈTRES EN PIEDS ET POUCES	LIEU & ANNÉE de CONSTRUCTION							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20			
145	Alves Braga & Co	Tr. Exp. (11.06)	3	36 - 56 - 91 14 - 22 - 36 PS.n.11.06	61 24	80 250 92		Morton & Co Leith 1889	Par. 11.06	1 C	3.08 10-1	3.60 11-10	3	3.96 42	130 1108	11.25 160		Morton & Co Leith 1889	Par. 11.06 v.c.11.06			
146	Lanthelme & Pecheret	Comp. (9.97)	2	24 - 41 9.4 - 16.2	28 11	25 95 200		Anciens Etablisse- ments Cail St-Denis 1897	.....	1 C	2.00 6-7	2.50 8-2	1	1.40 15	40 430	7 100		Cail Denain 1897	Paris 97			
147	H. W. Ackermans & H. Van Haaren	Triple (4.07)	3	41 - 65 - 110 16-25.5-43.5	60 23.5	800 140		L. Smit & Zoon Kinderdijk 1907	Rd. 4.07	2 C	3.65 12-0	3.15 10-4	4	8 86	250 2688	12.6 180		L. Smit & Zoon Kinderdijk 1907	Rd. 4.07			
148	Dampfschiffahrts Ge- sellschaft "Neptun"	Tr. Exp. (7.05)	3	30 - 51 - 81 12 - 20 - 32 PS. 7.05	58 23	50 360 100		B. Wilton Rotterdam 1901	Wes. 7.05	1 C	2.97 9-8	3.20 10-6	2	3.07 33	95 1022	11.9 171 5.3-75		B. Wilton Rotterdam 1901	Wes. 7.05 v.c.7.05 P.C.7.05			
149	Koninklijke Nederlân- sche Stoomboot Mij	Tr. Exp. (8.05)	3	38 - 63 - 102 15-25-49	91 36	50 550 75		Mij voor Scheeps- bouw Rotterdam 1905	Rd. 8.05	1 C	4.27 14-0	3.12 10-3	3	5.00 54	182 1960	11.2 160 5.2-75		Mij voor Scheeps- bouw Rotterdam 1905	Rd. 8.05			
150	Société d'Armement, d'Industrie et de Com- merce	Tr. Exp. (7.06)	3	53 - 86 - 149 21 - 34 - 57 PS.7.06	99.4 39	180 900 70		Palmers Shipbuil- ding & Iron Co Ld Jarrow o/Tyne 1887	N.C.7.06	2 C	3.96 13-0	3.20 10-6	6	9.20 100	289 3116	10.5 150 7-100		Palmers Shipbuil- ding & Iron Co Ld Jarrow o/Tyne 1906	N-C.7.06 v.c.7.06 P.C.2.05			
151	Marsano & Barthe	Comp. (1.05)	2	66 - 114 26-45 PS. n.05, v.8.06	76 30	100 400 73		David Rowan Glasgow 1872	Gn. 8.07	2 C	3.00 9-8	2.60 8-5	4	5.24 56	138 1464	5 71 4.3-63		Cie Générale Trans- atlantique St-Nazaire 1889	Gn. 8.07 v.c.1.05 P.C.1.05			
152	Société Générale de transports maritimes à Vapeur	Tr. Exp. (6.04)	3	71 - 114 - 185 28 - 45 - 73 PS.n.03, v.5.06	122 48	600 2400		North-Eastern Ma- rine Engin. Co Ld Newcastle o/T 1890	Mrs.5.06	3 C	4.75 15-7	3.22 10-7	9	22.40 241	735 7903	11.2 160 5.6-80		Chantiers de Provence Marseille 1902	Mrs. 04 v.c.04 P.C.04			
153	Rover Shipping Co Ld (Hamilton, Fraser & Co)	Tr. Exp. (4.07)	3	56 - 89 - 147 22 - 35 - 58 PS.n.02; v.10.06	107 42	250 1400		Wallsend Slipway & Eng. Co Ld Newcastle o/T 1891	N.C. 4.07	2 C	4.42 14-6	3.07 10-1	6	10.96 118	11.2 160 7-100		Wallsend Slipway & Eng. Co Ld Newcastle o/T 1891	N.C. 4.07 P.C.4.07 v.c.4.07				
154	Oregon Coal & Naviga- tion Co	Comp. tand. (9.93)	2	35.5 - 71 14 - 28	71 28	250		rc. Risdon Iron Works. San-Francisco 1893	.....	1 C	2.85 9-4	3.05 10-0	2	2.79 30	4.22 60		rc. Moynihan & Ait- kin San-Francisco 1893	S-F. 96 v.c.93				
155	Rockhampton Harbour Board	Tr. Exp. (9.00)	3	46 - 76 - 127 18 - 30 - 50	76 30	280 1680 175		Wallsend Slipway & Engin. Co Ld Newcastle o/T.1900	.....	4 WT	3.82 x 3.66 x 3.43 12.6 x 12.0 x 11.3		12	26.50 284	1022 11000	14 200	Babcock & Wilcox London 1900	N-C. 00				
156	Neue Dampfer-Com- pagnie	Comp. (4.94)	2	49 - 106 19.3 - 41.9	61 24	260		Röst. Act.-Ges. f. Schiff- & Masch. bau Rostock 1874	.....	1 C	3.20 10-5	3.00 9-8	2	3.23 35	114 1224	5.25 78		Cie Vulcan Stettin 1894	Stt. 95 v.c.94			



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS — PROPELLER WATERTIGHT COMPARTMENTS ERECTORNS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH — IN FEET & INCHES	BREADTH — IN FEET & INCHES	DEPTH — IN FEET & INCHES	FREE — BOARD — WATER W.S.A. in inches	PORT — OF REGISTRY	LAST — SURVEY											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.																						
	DATE OF TERM								R.																						
	1	2	3	4	5	6			8	9											10	11	12	13	14	15	16	17	18		
✦	157	ARDJOENO, van de Putte (4.05)	I	3/3, L	1.1.	B-G 3 P	2527 1590	P-B	91 V.05	Maatschappij de Schelde Flessingue	A; h <sub>el</sub> : 6 comp; D. 181 t; R. 189 t; G. 34 t; (WB. 165 t.); 1 p. T; 1 1/2 p. A; rp. 05; car. 4.06.	98.34 322-8	11.58 38-0	7.80 25-7	.....	Rotterdam	Rd. 4.06														
.	158	ARETE, Pettersson. (10.07)	I	3/3, P A.&C.P.	1.1.	2 m	267 312	Sds	04 V.07	Lödöse Warf Lödöse	A; h <sub>el</sub> : 4 comp; D. 7m47; G. 4m27; (WB. C. A. 5 t; C. A. 20 t.); car. 10.07.	33.52 110-0	7.93 26-0	4.64 15-3	.....	Göteborg	Got. 10.07														
✦	159	ARGENTINA, Speller. ELECTR. 79-04 (11.04)	I	3/3, P A.&C.P.	1.1.	2 m	642 322 530	Arg	04	Grangemouth & Greenock Dockyard Co Grangemouth	A; 2 h <sub>el</sub> : 6 comp; R. 4m57; G. 5m18; (WB. C. A. 43 t; C. A. 21 t.); 1 p. A.	62.58 205-4	10.30 33-10	2.92 9-7	.....	Buenos Ayres	Gls. 04														
✦	160	ARGO, ..... ELECTR. (5.01)	I	—	—	1 m 2 P	1089 740	Amr	01	Craig Shipbuilding Co Toledo	A; h <sub>el</sub> : 5 comp.	52.85 173-5	9.60 31-6	6.30 20-8	.....	Chicago	Clv. 01														
✦	161	ARGO, Lindberg. (6.05)	I	3/3, G	1.1.	Glt	610 396 446	Sds	00 V.05	Helsingborgs Skeppsvarf Helsingborg	A; h <sub>el</sub> : 5 comp; 1/2 D. 17m63; R. 14m; G. 5m77; (WB. 78 t.; C. A. 12 t.; C. A. 10 t.); p. A; rp-car. 6.07.	49.68 163 0	8.35 27-5	4.27 14-0	.....	Göteborg	Got. 6.07														
.	162	ARGOLIS (ex-Vine), Cou- coudakis. (12.04)	I	3/3, P	1.1.	2 m 2 P	488 272	Grc	78 V.04	D. & W. Henderson Glasgow	F; h <sub>el</sub> : 5 comp; D. 12m80; R. 19m30; G. 13m61; rp-car. 12.06.	55.81 183-2	7.73 25-5	4.04 13-3	.....	Le Pirée	Pir. 12.06														
✦	163	ARGYLL, Harrison. Turret. (8.05)	I	3/3, L A.&C.P.	1.1.	Glt	3547 2282 3002	Ang	01 V.05	Wm Doxford & Sons Ld Sunderland	A; h <sub>el</sub> : 7 comp; G. 10m27; (WB. cell. 778 t; C. A. 26 t.); rp-car. 5.07.	103.70 340-3	13.88 45-7	7.47 24-6	145 1/2 150	Newcastle-on- Tyne	Gls. 5.07														
.	164	ARIADNE (ex-Lady-Gwen- doline), Burnel. (4.06) 82-95	II	3/3, P A.&C.P.	1.1.	Glt 2 P-S	410 144 303	Frç	89 11306	J. M'Arthur & Co Paisley	A; aubes; 4 comp; 1 p. deck; rp-car. 5.07.	63.98 209-11	7.01 23-0	2.67 8-9	.....	Cherbourg	Chb. 5.07														
.	165	ARIANE (ex-Sheelah), Le- ELECTR. lubez. (4.06) Yacht.	I	3/3, Y	1.1.	2 m 1 P-B	449 212	Frç	98 V.06	Clydebank Shipbuild- ing Co Ld Glasgow	A; h <sub>el</sub> : 7 comp.; car. 7.07.	59.13 194-0	8.08 26-6	4.10 13-6	.....	Rouen	Hv. 8.07														
.	166	ARIETE (ex-Odin), Spampinato. (11.04) 95-00	II	3/3, A	1.1.	G3m 1 P-B	489 308 488	Itl	57 re. 64 V.04	J. Henderson & Sons Renfrew	F; h <sub>el</sub> : 6 comp; 1/2 D. 11m35; R. A. 10m26; R. 5m75; G. 6m07; (WB. A. 6 t.; A. 11 t.); grp. 92; rp-car. 12.06.	61.30 201-1	7.21 23-8	4.25 14-0	.....	Catane	Mss. 12.06														
✦	167	ARION, Ruchel. (9.07)	II	3/3, P	1.1.	Glt	2206 170 218	Alm	74 V.07	Act. Gos. «Weser» Bremen	F; h <sub>el</sub> : 4 comp; alg. 75; 1/2 D. 8m30; G. 3m35; 1 p. F; grp. 04; rp-car. 9.07.	35.80 117-6	6.27 20-7	3.57 11-9	.....	Bremen	Rd. 9.07														
✦	168	ARKADIA, Martin. (9.04)	I	3/3, L P.R.	1.1.	Glt 2 P-A-II	2206 1621 2096	Amr	95 V.01	Craig, Taylor & Co Thornaby o T.	A; h <sub>el</sub> : 6 comp; awningd; R. 12m19; R. M. 27m43; (WB. cell. 404 t; C. A. 17 t.); 2 p. A; rp-car. 7.06.	85.34 280-0	12.51 41-1	6.73 22-1	16 1/2 19 22 1/2	New York	N-0.7.06														

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS							LAST SURVEY		
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.		MAKERS — PORT AND DATE of CONSTRUCTION	
					DIAMETERS							Diamet.   Length	NUMBER	grate surface in sq. meters in sq. feet					
					IN CENTIMETERS IN INCHES										STROKE in centim. in inches				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33		34	35	36	37
157	Rotterdamsche Lloyd (W. Ruijs & Zonen)	+	Qu.Exp. (5.05)	4	61-91.4-122-190 24 - 36 - 48 - 75 PS.n.05;v.11.06	107 42	1800	Maatschappij de Schelde Flessingue 1891	Rd.11.06	+	2 CD	3.70 12-2	5.46 17-11	8 136	14 200	Maatschappij de Schelde Flessingue 1891	Rd. 3.07 P.C.3.07 v.c.5.05		
158	Rederi Aktiebolaget «Columba»	.	Comp. (10.07)	2	30 - 69 12 - 27	46 18	160 120	Lödöse Warf Lödöse 1907	Got. 10.07	.	1 C	2.71 8-11	2.44 8-0	2 25	48 522	8.8 125	Lödöse Warf Lödöse 1907	Got. 10.07	
159	N. Mihanovitch & Co	+	2Tr.Exp. (11.04)	6	28 - 46 - 76 11 - 18 - 30	56 22	90 800 155	Muir & Houston Glasgow 1904	Glsq. 04	+	2 C	3.50 11-6	3.05 10-0	4 68	201 2160	13 185	Muir & Houston Glasgow 1904	Glsq. 04	
160	J. H. Graham	+	Tr.Exp. (5.01)	3	38 - 64 - 107 15 - 25 - 42	61 24	700 130	Craig Shipbuilding Co Toledo 1901	.....	+	2WT	2.74 9-0	2.74 9-0	4 120	335 3600	14 200	Roberts Safety Wa- tertube Boiler Co Red Bank(N-Y)1901	Civ. 01	
161	Ångfartygs Aktiebolag. «Stella» (Th. Ahren- berg)	+	Comp. (6.05)	2	48 - 95 19 - 37 PS.6.07	67 26	330 117	Helsingborgs Varfsaktiebolag. Helsingborg 1900	Got.6.07	+	1 C	3.80 12-6	3.05 10-0	3 48	143 1540	9.1 130 4.8-70	Helsingborgs Varfsaktiebolag. Helsingborg 1900	Got 6.07 v.c. 6.05 P.C.6.07	
162	Cie de Navigation Pan- hellénique	.	Comp. (12.04)	2	68 - 122 26.5 - 48 PS.12.06	89 35	120 540 65	D. & W. Henderson Glasgow 1878	Pir.12.06	.	2 C	3.33 10-11	3.10 10-2	4 70	160 1720	4.2 60 2.5-35	D. & W. Henderson Glasgow 1878	Pir.12.06 v.c. 04 P.C.04	
163	The Sutherland Steam- ship Co Ltd (A.M.Sutherland & Co Ltd)	+	Tr. Exp. (8.05)	3	66 - 107 - 173 26 - 42 - 68 PS.5.07	107 42	307 1350 63	Wm Oxford & Sons Ltd Sunderland 1901	Glsq. 5.07	+	2 C	4.72 15-6	3.35 11-0	6 99	440 4737	11.2 160 6.3-90	Wm Doxford & Sons Ltd Sunderland 1901	N-C.8.05 v.c. 8.05 P.C.8.05	
164	Charles Vairon. (Le Havre)	.	Comp. (4.06)	2	79 - 145 31 - 57	152 60	1200 40	Bow M'Lachlan & Co Paisley 1889	Chb. 10.07	.	2 C locom	2.70 8-10	5.31 17-5	4 76	130 1398	7.75 110	Lees Anderson & Co Glasgow 1890	Chb. 10.07 v.c.4.06	
165	Gaston Menier (à Paris)	.	Tr.Exp. (4.06)	3	37 - 58 - 91 14.5-23-36	61 24	700 140	Clydebank Engin- eering Co Ltd Glasgow 1898	Hv.10.06	.	1 C	4.15 13-8	3.02 9-11	3	11.2 160	Clydebank Engin- eering Co Ltd Glasgow 1898	Rn 4.06 v.c.4.06 P.C. 4.06		
166	Munzone, Mineo & Co	.	Comp. (11.04)	2	51-102 20 - 40 PS.11.04	61 24	300 75	Gourlay Bros. Dundee 1875	Trst. 04	.	1 C	2.74 9-0	3.35 11-0	3 37	105 1173	4.5 66 4.5-66	Gourlay Bros. Dundee 1892	Trst. 04 v.c.04 P.C.04	
167	Dampfschiffahrts-Ge- sellschaft «Neptun»	.	Comp. (4.07)	2	30.5 - 55 12 - 21.5 PS.n.06;v.9.07	46 18	40 160 70	Janssen & Schmi- linsky Hamburg 1874	Wes. 4.07	.	1 C	2.57 8-7	2.62 8-9	2 21.5	58 624	6 85	Henry Koch Lübeck 1896	Rd. 9.07 v.c.4.07	
168	United States & Porto Rico Navigation Co	+	Tr.Exp. (9.04)	3	53 - 89 - 145 21 - 35 - 57 PS.n.04,v.7.06	99 39	225 800 61	Blair & Co Ltd Stockton o/T. 1895	N-O.7.06	+	2 C	4.03 13-3	3.05 10-0	4 73	275 2960	11.25 160 7-100	Blair & Co Ltd Stockton o, T. 1895	N-O.1.06 P.C. 1.06 v.c.04	

# ASK

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR			LONGUEUR	LARGEUR	CREUX	FRANC BORD H. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE						
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.			PORT DE CONSTRUCTION		COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS			EN MÈTRES											
	1	2	3	4	5	6		7	8			9	10	11	12	13	14						15	16	17	18		
✠	169	ARKANSAS, <i>Petersen.</i> <i>ELECTR.</i> (2.06)	I	3/3, L	1.1.		Glt 2 P-B-A	3635 2351 2564		Dan	97 V.06	Burmeister & Wain Copenhague	A: <i>hél</i> ; 7 comp; <i>avoningd</i> ; R. 23m17; (WB. cell. 631 t.; C. A. 58 t.; C. R. 83 t.); 1 p. F; 1 p. P.; rp-car. 3.07.	100.38 329-4	13.78 45-3	8.91 29-3	.....	Copenhague	Cph. 18.97									
✠	170	AR-MEN, <i>Moreau.</i> (10.07) <i>Chalutier.</i>	I	3/3, G	1.1.		Kt A.&C.P.	168 29 158		Frç	07	Hall, Russell & Co Ltd Aberdeen	A: <i>hél</i> ; 4 comp; (WB. 22 t.).	32.18 105-7	6.47 21-3	3.40 11-2	.....	St-Nazaire	6.2. 10.97									
✠	171	ARMÉNIE, <i>Vergnes.</i> (9.06)	I	3/3, L	1.1.		B-G 2 P-B	1992 1239 1879		Frç	79 V.06	Forges & Chantiers La Seyne	F: <i>hél</i> ; 5 comp; R. 28m; G. 10m; R. R.; 7m25; WB. 300t.; 1 p. PP; 1 p. F; grp. 99; rp-car. 11.06.	90.4 296-8	16.9 36-0	7.22 23-8	.....	Marseille	Mrs. 11.96									
✠	172	ARNO, <i>Strubberg.</i> (12.98)	I	—	—		Glt 1 P-B	1886 825 909		Dan	98	Helsingör Skipbyg- geri Elseneur	A: <i>hél</i> ; 5 comp; D. 25m; <i>part avningd</i> (WB. 244 t.; C. A. 44 t.; C. R. 13 t.); 1 p. A.	69.90 229-0	10.33 34-11	4.36 11-4	=====	Copenhague	Cph. 98									
✠	173	ARON, <i>Bothén.</i> (6.06) <i>ELECTR.</i>	II	3/3, G	1.1.		Glt A.&C.P.	414 272 318		Sds	90 V.06	Motala Werkstad Oskarshamn	A: <i>hél</i> ; 5 comp; <i>velld.</i> ; 1 D. 15m; R. 11m40; G 5m50; WB. R E & B. 100 t; C. A. 5 t; C. R. 5 t.); p. P; rp; 07; car. 8.07.	42.7 140-0	7.1 23-5	3.75 12-4	.....	Göteborg	Cph. 8.97									
✠	174	AROS, <i>Andres.</i> (10.06)	I	3/3, P	1.1.		1 m P.R.	51 00		Dan	06	W. Johannsen Danzig	A: <i>hél</i> ; 5 comp; (WB. 5 1/2 t.).	20.01 65-8	5.01 16-5	2.57 8-5	.....	Aarhus	12.10.96									
✠	175	ARRAKAN, <i>Schote.</i> (9.04) <i>Remorqueur.</i>	I	3/3, G	1.1.		1 m P. R.	81 32 30		Alm	92 a.206	Rickmers Reismüh- len Rhederei & Schiffb.-Act.-Ges. Geestemünde	F: 5 comp; R. A. 2m; 1 p. F; rp-car. 7.06.	24.38 80-0	5.18 17-0	2.75 9-1	.....	Bremerhaven	Wet. 7.96									
•	176	ARTHUR-ORB, ..... <i>ELECTR.</i> (6.99)	I	—	—		2 m 2 P	2745 2117		Amr	92 re.99	Chicago Shipbg Co Chicago	A: 2 <i>hél</i> ; 4 comp; WB; 1 p. A; 1 p. F.	101.80 334-0	12.56 41-3	6.60 21-8	.....	Duluth Minn.	Chc. 99									
✠	177	ARTOIS, <i>Ertaud.</i> (6.04) <i>ELECTR.</i>	I	3/3, P	1.1.		Glt A.P.	430 199 421		Frç	06 V.04	de la Brosse & Fouché Nantes	A: 2 <i>hél</i> ; 5 comp; 1 D. 8m50; R. 14m30; 1 G. 8m50; (WB. C. R. 29 t; C. A. 31 t.); 1 p. A; rp.06; car.6.04.	50.51 165-8	7.43 24-4	3.84 12-7	27 28 30	Rouen	Rn. 4.06									
✠	178	ASHOT-EKKAT, <i>York.</i> <i>Petrol. in bulk.</i> (6.97)	I	—	—		G3m 2 P-S	1053 716 922		Rss	97	Wm Dobson & Co, Low Walker & T.	A: 2 <i>hél</i> ; 12 comp; <i>spard</i> ; D. 7m32; R. 9m44; G. 9m44; (WB. C. A. 32 t.; 2 p. A.	68.50 224-9	9.75 32-0	5.08 16-8	.....	Astrakhan	N.-C. 97									
✠	179	ASK, <i>Hansen.</i> (1.05)	I	3/3, L	1.1.		Glt 2 P-S	937 588 553		Dan	91 V.05	Burmeister & Wain Copenhague	A: <i>hél</i> ; 5 comp; <i>spard</i> ; R. R.; (WB. R. 55 t; WT 57 t; C. A. 21 t; C. R. 13 t.); 1 p. P; 1 p. A; car. 3.07.	63.90 209-8	8.50 27-10	6.31 4.17 20-8 13-8	61 1/2 64.0 66.0	Randers	N.Y. 3.07									
•	180	ASKUR, <i>Ekström.</i> (12.94)	12-3	—	—		Glt	333 232 242		Sds	72 re.84 0.95	Olson Oscarshamn	F-C-P; <i>hél</i> ; 3 comp; ch.frg; re 89.SS. 95;rp-car.4.97.	42.46 139-4	7.40 24-4	3.56 11-8	.....	Hernösand	Stkh. 97									

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Forc. ind. de Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		NOMBRE	FOYERS		surf. de chauffe en mèt. carr. en pieds carrés	PRESSION Chaudi. princ. Chaudi. auxil.	CONSTRUCTEURS		
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN CENTIMÈTRES EN POUCES			LIEU & ANNÉE de CONSTRUCTION	Diamèt. Long.				EN METRES EN PIEDS ET POUCES	surf. de chauffe en mèt. carr. en pieds carrés		LIEU & ANNÉE de CONSTRUCTION						
169	265	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
169	Det Forenede Dampskibsselskab	✠	Tr. Exp. (3.06)	3	61 - 102 - 162 24-40-64 PS. 3.07	107 42	280 1200 70	Burmeister & Wain Copenhagen 1897	Hull 3.07	✠	2 C	4.65 15-3	3.20 10-6	0	11.70 126	393 4234	12.3 175	Burmeister & Wain Copenhagen 1897	Cph. 10.07 p.c. 10.07 v.c. 2.06					
170	P. Craton	✠	Triple (10.07)	3	29 - 51 - 84 11.5-20-33	56 22	64 400 105	Hall, Russell & Co Ld Aberdeen 1907	Glsq. 10.07	✠	1 C	3.58 11-9	3.05 10-0	2	3.21 34	103 1108	12.6 180	Hall, Russell & Co Ld Aberdeen 1907	Glsq. 10.07					
171	Cie de Navigation Marocaine & Arménienne (N. Paquet & Co)	.	Tr. Exp. (9.06)	4	2 x 46 - 96 - 177 2 x 18 - 38 - 69 PS. 11.06	90 35.5	350 1400	Forges & Chantiers Marseille 1879 Transform. 1888	Mrs. 11.08	✠	4 C	2.30 10-10	2.90 9-6	8	12.80 137	462 4968	10.5 150	Stapfer de Duclos Marseille 1899	Mrs. 10.07 p.c. 10.07 v.c. 9.06					
172	Det Forenede Dampskibsselskabet	✠	Tr. Exp. (12.98)	3	49 - 80 - 135 19.5-31.5-53	91 36	192 800 75	Helsingør Maskinbyggeri Elseneur 1898	.....	✠	2 C	4.11 13-6	3.05 10-0	6	7.06 76	287 3087	12.65 180 6.3-90	Helsingør Maskinbyggeri Elseneur 1898	Cph. 98					
173	Angfartygs Actiebolaget « Aron » (A. Grönvall)	.	Tr. Exp. (6.06)	3	30 - 50 - 81 12 - 19.9 - 32 PS. 8.07	56 22	80 350 100	Motala Mekan. Werkst. Akt. Bol. Motala 1890	Cph. 8.07	.	1 C	3.02 9-11	2.87 9-5	2	2.41 26	83 895	11.25 160 6-85	Motala Mekan. Werkst. Aktiebolag Motala 1890	Got. 6.06 p.c. 6.06 v.c. 6.06					
174	Hafenbau-Inspection	✠	Comp. (10.06)	2	31 - 56 12.5 - 22	33 13	180 180	F. Schichau Elbing 1906	Dz. 10.06	✠	1 C	2.44 8-0	2.60 8-6	12	2.00 21	60 642	9 128	W. Johannsen Danzig 1906	Dz. 10.06					
175	Rickmers Reismühlen, G. m. b. H.	✠	Comp. (9.04)	2	36 - 67 14.2 - 26.4 PS. 7.06	42 16.6	40 160 140	Joh. C. Tecklenborg. Geestemünde 1892	Wes. 7.06	✠	1 C	2.60 8-6	2.80 9-2	2	1.96 21	67.50 726	7.5 107	Joh. C. Tecklenborg A. G. Geestemünde 1899	Wes. 04 v.c. 04					
176	Canada Atlantic Transit Co	.	Tr. Exp. (6.99)	3	48 - 81 - 137 19 - 32 - 54	112 44	800 75	King Iron Works Buffalo 1892	.....	.	2 C	3.66 12-0	3.66 12 0	4	8.17 88	239 2576	11.25 100	Lake Erie Boiler Works Buffalo 1892	Chc. 99 v.c. 99					
177	Compagnie Maritime de la Seine.	✠	2 Comp. (6.04)	4	45 - 76 18 - 30 PS. 6.04	42 17	150 600 170	de la Brosse & Fouché Nantes 1900	Rn. 9.07	✠	2 C	2.93 9-8	3.09 10-2	4	6.32 68	182 1955	7 100	de la Brosse & Fouché Nantes 1900	Rn. 9.07 v.c. 04					
178	Armenian Steam Ship Co	✠	2 Comp. (5.97)	4	52 - 99 20.5 - 39	61 24	120 950 118	Wallsend Slipway & Engineering Co Newcastle o/ T. 1897	.....	✠	2 C	3.54 11 8	3.50 11-6	6	chauffage à l'huile 3452	320 3452	7 100	Wallsend Slipway & Engineering Co Newcastle o/ T. 1897	N-C. 97					
179	Dampskibsselskab « Activ. » (C. Hassager)	✠	Comp. (1.05)	2	65 - 117 25.6 - 46 PS. 3.07	68.5 27	110 500	Burmeister & Wain Copenhagen 1891	N-Y. 3.07	✠	1 C	4.34 14-3	3.20 10-6	3	5.85 63	184 1980	6.33 90 5.6-80	Burmeister & Wain Copenhagen 1891	N-Y. 3.07 p.c. 3.07 v.c. 1.05					
180	W. Akerstedt	.	Comp J.C. (4.95)	2	47 - 84 18.5 - 33	49 19.5	50 140 100	Bergsunds Werkstad Stockholm 1872	.....	✠	1 C	3.40 11-2	2.82 9-2	5	3.35 35	93 1000	2.77 40	Lindholmens Mek. Werkstad Göteborg 1885	Stkh. 97 v.c. 97					



## ATM

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTOR ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREEBOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM						U.											
	1	2	3				4	5										
✠	181	ASSISTENT, Mickenberg. ELECTR. 87-98 (5.06) Brise-glace.	I P.R.	3/3, P	1.1.	1 m	62 9	Rss	98 V.06	Schiffsw. u. Masch. Fabrik (Vorm. Jans- sen & Schmilinsky Hamburg	A; hél; 5 comp; (WB. R. 4 t.); rp-car. 6.07.	20.73 68-0	5.03 16-8	2.74 9-0	.....	Reval	Stkh. 5.06	
.	182	ASSOUAN (ex-Pandora), Vatsakis. (5.07)	I	3/3, A	1.1.	3m 2 P-B	2764 1779	Ang	82 11107	Lloyd Austrico Trieste	A; hél; 6 comp; shaded: D. 43m07; R. 21m95; G. 16m30; rp-car. 5.07.	104.54 343-0	11.43 37-6	8.13 26-8	71 74 1/2	Londres	Alx. 5.07	
.	183	ASTARTA, Tanttú. (7.99) ELECTR. Yacht.	I	—	—	Glt	210 122	Rss	99	W. Lindbergs Werk- stads Aktie bolag. Stockholm	A; hél; 6 comp; R. 20m65; G. 4m97; p. P.	42.01 137-10	6.35 20-10	3.47 11-5	.....	St-Petersburg	Stkh. 99	
✠	184	ASTI (ex-Cordelia). Lafrentz. (1.95)	I	—	—	Glt 2 P-B-S	1749 1096 1633	Alm	86 V.95	Flensburger Schiff- bau-Gesellschaft Flensburg	F; hél; 5 comp; spard; R. 26m23; (WB. cell. 300 t.); 1 1/4 p. F; rp-car. 11.96.	79.48 260-9	10.75 35-4	7.05 23-2	.....	Hamburg	Hbg 96	
✠	185	ASTILLERO..... (12.06) Porteur.	I	3/3, R	1.1.		376 79 332	Esp	06	Cia Trasatlantica Cadix	A; hél; 8 comp.	44.85 147-2	7.60 24-11	2.96 9-9	.....	Santander	Cdx 12.06	
✠	186	ASTRACHAN, ..... ELECTR. (7.01)	I P.R.	—	—	Glt	274 157 230	Rss	01	Maskin och Brobyg- nads Aktiebolag Helsingfors.	A; 2 hél; 14 comp; R. 1/2 G; (WB. EB. 34 t.).	43.97 144-3	7.24 23-9	2.84 9-4	.....	Astrachan	Hlsf. 01	
✠	187	ASTRAKHAN, Bidlick. ELECTR. 90-02 (2.05) Petrol. in bulk.	I A.&C.P.	3/3, L	1.1.	Glt 2 P-T	3438 2236 3280	Ang	92 V.05	Palmer's Shipbuild- ing Co Yarrow o/T.	A-F; hél; 19 comp; oil tanks; R. R. 67 t; R. 6m10; G. 9m44; (WB. E. & B. 99 t; C. N. 100 t; C. R. 41 t.); 2 p. A; rp-car. 10.06.	100.58 330-0	13.02 42-9	8.76 28-9	81 1/2 86.0 88.0	Liverpool	N.C. 10.06	
✠	188	ASUNCION, Evans. (11.00) ELECTR.	I	—	—	1 P-B	2196 1328	Amr	00	American Shipbuild- ing Co Lorain	A; hél; 4 comp; rp-car. 5.02.	73.76 242-0	12.80 42-0	8.08 26-6	.....	San-Francisco	S-F. 02	
✠	189	ASUNCION, ..... (10.07) ELECTR. Drague.	I	3/3, I	1.1.	—	107	Pig	07	Werf Conrad Haarlem	A; 3 comp.	22.00	6.00	2.30	.....	Asuncion	Am 10.07	
.	190	ATHANASIS-THEOPHANIS, Ilin. (8.04)	I	3/3, P	1.1.	1 m	381 281	Rss	cc.04	Dawaric Port-Said	F; 2 hél; 6 comp.	42.20 138-6	7.60 24-11	3.19 10-6	.....	Rostoff s/Don	Alx. 04	
✠	191	ATLAS, Top. (11.06) ELECTR.	I P. R.	3/3, L	1.1.	2 m 2 P	1817 1122 1614	P. B	06	Ned. Scheepshouw Mij Amsterdam	A; hél; 7 comp; D. 5m35; R. 38m30; G. 10m92; (WB. 427 t.); 2 p. A; car. 7.07.	87.25 286-5	12.25 40-2	5.70 18-8	.....	Amsterdam	Am. 7.07	
✠	192	ATMAH, Daniel. (6.05) ELECTR. Yacht.	I A.&C.P.	3/3, Y	1.1.	Glt 2 P	1538 639 1349	Frc	98 V.05	Fairfield ships & Eug. Co (Ld) Glasgow	A; 2 hél; 8 comp; shaded: 1/2 D. 11m88; R. 14m02; R. N. 18m14; G. 14m40; (WB. cell. 66 t.); 1 1/2 p. A; alg. 01; car. 7.07.	95.74 314-1	10.45 34-3	5.82 19-1	.....	Le Havre	Hv. 7.07	

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										ATM
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL			Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY OF BOILERS						
					DIAMETERS IN CENTIMETERS IN INCHES	24					Diamet.   Length IN METERS IN FEET AND INCHES	32		NUMBER rate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler Donkey Boiler	36		37					
																				22	23	25	26	
19	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
181	Revaler Börsencomité	✠	Comp. (5.06)	2	33 - 64 13 - 25 PS. 6.07	46 18	250 126	Janssen & Schmi- linsky Hamburg 1898	Stkh. 6.07	✠	1 C	2.60 8-7	2.80 9-2	2	2.25 24	72 775	9 129	Janssen & Schmi- linsky Hamburg 1898	Stkh. 6.07 v.c.5.06					
182	Khedivial Mail S. S. & Graving Dock Co Ltd	.	Comp. (4.07)	2	97 - 189 38 - 72 PS. n.7.05	192 48	1000	Arsenal Trieste 1882	Alx.5.07	.	2 CD	3.66 12-0	5.49 17-0	8	13.39 144	5 71 4-59	Arsenal Trieste 1882	Alx.5.07 v.c.5.07 P.C. 5.07						
183	A. Brounsitzen	.	Comp. (7.99)	2	46 - 89 18 - 35	52 20.5	90 500 146	W. Lindbergs Werkstads Aktie bolag Stockholm 1899	.....	.	1 C	3.25 10-8	3.05 10-0	3	3.58 38.6	103 1114	9.1 130	W. Lindbergs Werkstads Aktie bolag Stockholm 1899	Stkh. 99					
184	Rob. M. Sloman Jr	✠	Tr. Exp. (1.95)	2	50 - 86 - 147 22-24-58	107 42	300 1200 82	Flensburger Schiff- bau-Gesellschaft Flensburg 1886	.....	✠	2 C	4.00 13-2	3.11 10-3	4	6.60 71	351 3771	11 157	Flensburger Schiff- bau-Gesellschaft Flensburg 1886	Hbg 96 v.c.95					
185	Junta de Obras	✠	Comp. (12.06)	2	44 - 97 17.5 - 38	61 24	420 123	Lobnitz & Co Ltd Renfrew 1906	Cdx 12.06	✠	1 C	3.66 12-0	3.30 10-10	2	4.60 49	130 1400	8.4 120	Lobnitz & Co Ltd Renfrew 1906	Cdx 12.06					
186	Gouvernement Impérial de Russie	✠	2 Comp. (7.01)	4	33 - 67 13 - 26.5	40 16	500 200	MaskinAktiebolaget Helsingfors 1901	.....	✠	2 C	3.30 10-10	2.20 7-3	6	oil fuel	186 2002	10 142	MaskinAktiebolaget Helsingfors 1901	Hlsf. 01					
187	Rover Shipping Co Ltd (Hamilton, Fraser & Co)	✠	Tr. Exp. (3.05)	3	61 - 102 - 163 24 - 40 - 64 PS.n.02;v.8.07	107 42	340 1360 70	Palmer's Shipbuil- ding Co Jarrow o/T 1892	N-C.3.07	✠	2 C	4.65 15-3	3.05 10-0	6	9.49 102	389 4185	11.2 160 5.6-80	Palmer's Shipbuil- ding Co Jarrow o/T 1892	N-C.5.07 P.C.11.06 v.c.3.05					
188	Standard Oil Co	✠	Qn Exp. (11.00)	4	38 - 58 - 89 - 137 15 - 23 - 35 - 54	91 36	1250 85	AmericanShipbuil- ding Co Cleveland 1900	.....	.	2 WT	3.35 11-0	3.05 10-0	2	11.25 121	17.5 250	Babcock & Wilcox New-York 1900	Clv. 00						
189	Gouvernement de Para- guay	.	.....	P	pour l'appareil de dra- gage	seulement.	.....	.....	.....	.	.....	.....	.....	For dredging purposes only.	.....	.....	.....	.....	.....					
190	Caralumbo Theophanis	.	2 Comp. (8.04)	4	36 - 72 14 - 28	61 24	120 80	Lobnitz Renfrew	Alx. 04	.	1 C	3.60 11-10	2.70 8-10	2	4 43	60 645	5 71	Dawarie Port-Saïd rc.04	Alx. 04 v.c. 04					
191	Koninklijke Nederland- sche Stoomboot Mij	✠	Triple (9.06)	3	53 - 83 - 140 21-33-55	90 35.5	200 1000 80	Nederl. Fabriek Amsterdam 1906	Am. 11.06	✠	2 C	4.00 13-2	3.41 11-2	6	8.40 90	334 3600	11.2 160 8.4-120	Nederl. Fabriek Amsterdam 1906	Am. 11.06					
192	Baron Ed. de Rothschild	✠	2Tr Exp. (6.05)	8	2 x 52 - 2 x 86 - 4 x 94 2 x 20.5 - 2 x 34 - 4 x 37	69 27	500 3500 170	Fairfield Shipb. & Eng. Co (Ld) Glasgow 1898	Hv. 7.07	✠	1 CD	5.33 17-0	3.35 11-0 5.49 18-0	8	17.83 192 14.95 161	492 5300 492 5300	11.2 160 11.2 160	Fairfield Shipb. & Eng. Co (Ld) Glasgow 1898 W. Beardmore Glasgow 1901	Hv. 7.07 v.c.6.05					

AUR

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES		CLASSIFICATION	GRÈEMENT — NOMBRE DE PONTS	TONNAGE — T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC JORD ETE HIVER H.A.N. — en pouces	PORT D'ARMEMENT	LIEU DE DATE de la DERNIÈRE VISITE		
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME																
	1	2														3	4
✠	193	AUGUST, Carlsson. (3.07)	II	3/3,A	1.1.	Glt	670 468 483	Sds	90 V.07	W. Lindberg Stockholm	A; hél; 5 comp; weld: ½ D. 19m; R. 12m50; G. 7m70; (WB. R. & E. & B. 68 t; C. A. 22 t; C. R. 12 t.); p. P; rp-car. 3.07.	54.50 179-0	8.50 28-0	4.25 13-11	.....	Gothembourg	Got. 3.07
✠	194	AUGUST-BRÖHAN, Schmal- Trawler. feld. (8.05)	I P.R.	— A. & C. P.	—	Glt	154 41 139	Alm	89 V.05	Rostocker Act. Ges. für Schiff & Maschi- nenbau Rostock	F; hél; 4 comp; G. 5m40; p. S; rp-car. 8.05.	31.00 101-8	6.25 20-6	3.35 11-0	.....	Cranz a/Elbe	Gph. 12.06
✠	195	AUGUST-KORFF, Wisch- ELECTR. hausen. (1.06) Petrol. in bulk.	I P.R.	3/3,L A. & C. P.	1.1.	G 3m 2 P-T	4055 2602 3735	Alm	94 III.06	Joh. C. Tecklenborg Geestemünde	A; hél; 17 comp; D. 27m43; G. 10m97; R. 5m71; (WB. E. & B. 150 t); 2 p. A; rp-car. 1.06.	107.33 352-3	13.79 45-2	6.75 22-2	.....	Hamburg	Hbg 1.06
•	196	AUGUSTA (ex-Astrid) Biedenweg, F. (6.05) 72-00	II	3/3,P	1.1.	G 3m	174 93 140	Alm	71 V.05	Nordd. Schiffswerfte Kiel	F; hél; 4 comp; ½ D. 3m66; R. 7m93; G. 3m06; 1 p. F; alg-grp. 89; car. 6.07; rp. 03.	34.74 114-0	5.7 19-0	2.89 9-6	.....	Greifswald	Stt. 6.07
•	197	AUGUSTA (ex-Trio), Hauge. (2.06)	II	3/3,G	1.1.	Glt	485 287 37.9	Nrw	76 V.06	Coulson & Co Newcastle o/T.	F; hél; 5 comp; ½ D. 24m38; G. 5m18; R. 4m27; (WB. A. 11m27; R. 7m32); p. PP; grp. 99; rp. 06; car. 1.07.	48.16 158 0	7.85 25-9	3.94 12-11	16½ 18 21½	Haugesund	Ld. 2.07
✠	198	AUGUSTE, ..... (7.98) Drague.	I	—	—	....	63 141	Rss	96	DanzigerSchiffswerft & Masch. bauanstalt Danzig	A; aub; 4 comp.	38.40 126-0	5.16 16-10	1.20 3-9	.....	Dz.	98
✠	199	AUGUSTE-AUCOUR, ..... Drague. (8.02) ELECTR.	II	—	—	1 m	60 131	Frq	02	Anciens Etablis- sements H. Satre Arles	A; hél; 8 comp.	32.46 106-6	6.82 22-5	2.40 7-11	.....	Arles 02	
✠	200	AUGUSTE-LEBLOND, Chalutier. Caron. (5.06)	I	3/3,P A. & C. P.	1.1.	K1 1 P	302 187 281	Frq	01	Smiths Dock Co Ltd North-Shields	A; hél; 4 comp; 1 p. B.	43.20 141-9	6.96 22-10	3.71 12-2	.....	Fécamp	N-C.5.06
✠	201	AUGUSTIN-FRESNEL, Bessac. (11.04) Baliseur.	I	3/3,P	1.1.	2 m	218 439	Frq	04	de la Brosse & Fouche Nantes	A, hél; 5 comp; R. A. 4m13; R. 9m25.	38.38 125-11	6.70 22-0	3.05 10-0	.....	Granville	Nt. 04
✠	202	AUNIS, Bérard. (8.04) ELECTR.	I	3/3,P A. P.	1.1.	Glt	439 199 421	Frq	00 V.04	de la Brosse & Fouché Nantes	A; 2 hél; 5 comp; ½ D. 8m50; R. 11m30; ½ G. 8m50; (WB. C. R. 29 t.; C. A. 31 t.); 1 p. A; car. 8.05; rp. 05.	50.51 165-8	7.43 24-4	3.84 12-7	27 28 30	Rouen	Rn. 8.05
•	203	AURANIA, ..... (7.99) ELECTR.	I	—	—	3 m 1 P-B	3218 2899	Amr	95 V.99	Chicago Shipbg Co Chicago	A; hél; 3 comp; WB.	107.29 352-0	13.46 44-2	6.64 21-9	.....	Cleveland	Chc. 00
✠	204	AURÉLIEN-SCHOLL, La- muc. (6.05) 94-05	I	3/3,L A. & C. P.	1.1.	2 m 2 P-B	1603 1000	Frq	05	de la Brosse et Fou- ché Nantes	A; hél; 7 comp; R. 10m40 & 16m20; G. 3 m; (WB. 216 t.; C. R. 34; A. 35 t.); 2 p. A; car. 7.07.	75.40 247-5	10.75 35-4	6.67 21-11	.....	Bordeaux	Mrs. 7.07

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES		
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale en chevaux ou en kilowatts	NOMBRE de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION	CONSTRUCTEURS					
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons en cent. pouces								Diamètre	Long.	NOMBRE	sur degré				sur mètre carré			en mètres carrés en pieds carrés
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
193	Ångfartygs Aktiebolaget « Heimdal » (F.B. Wahlqvist)	+	Tr. Exp. (3.07)	3	38 - 61 - 99 15 - 24 - 39 PS. 3.07	66 26	100 410	W. Lindberg Stockholm 1890	Got. 3.07	+	1 C	3.43 11-3	3.00 9-10	2	3.16 34		11.25 160 5.6-80	W. Lindberg Stockholm 1890	Got. 3.07 P.C. 3.07 v.c. 3.07						
194	Crauzer Fischdampf- schiffs-Ges.	+	Comp. (8.05)	2	46 - 86 18 - 34 PS. n. 8.05	51 20	62 250 112	Rostocker Act. Ges. für Schiff & Ma- schinenbau Rostock 1889	Hbg 8.05	+	1 C	2.82 9-3	2.90 9-6	2	2.40 26	95.50 10-7	6.5 93	H. C. Stalcken Sohn (Steinwärder) Rostock 1899	Hbg 8.05 v.c. 8.05						
195	Deutsch-Amerikanische Petroleum-Gesell- schaft	+	Tr. Exp. (1.06)	3	65-102-170 25.5-40-67 PS. n. 03 v. 10.06	115 45.5	420 1650 66	Maschinen-Fabrik Buckau Magdebourg 1894	Hbg 10.06	+	2 CD	3.90 12-10	5.10 16-9	4	16 172	530 5705	12 170 8-114	Joh. C. Tecklenborg Geestemünde 1894	Hbg 1.06 P.C. 1.06 v.c. 1.06						
196	Capt	.	Comp. (6.05)	2	33 - 53 13 - 21 PS. n. 6.07	46 18	90	Schweffel & Howaldt Kiel 1871	Stt. 6.07	.	1 C	2.28 7-6	2.14 7-0	2	1.17 12	35.20 379	7 100	Prollius & Bur- meister Greifswald 1901	Stt. 6.05 v.c. 6.05						
197	Th. Nordbø & Co	.	Comp. (2.06)	2	55 - 102 21.6 - 40 PS. 1.07	68.5 27	65 260 80	R. & W. Hawthorn & Co Newcastle o, T. 1896	Chb. 8.07	.	1 C	3.58 11-7	3.05 10-0	2	3.70 40	109 1178	5.62 80	J. T. Eltringham South-Shields 1893	Chb. 8.07 P.C. 2.06 v.c. 2.06						
198	Gouvernement Impérial de Russie	+	Comp. (7.98)	2	20 - 35.5 8 - 14	26 10.2	60 120	Satre fils aîné & Co Lyon 1898	.....	+	1 C	2.00 6-7	2.33 8-4	1	1.47 16	41.50 446	10 147	Johannsen & Co Danzig 1898	Dz. 98						
199	.....	+	Comp. (8.02)	2	29 - 52 11 - 20.5	30 12	30 120 180	Anciens Etablis- sements H. Satre Lyon 1902	.....	+	1 C	2.05 6-9	2.78 9-2	1	1.98 21	55.01 591	10 143	Imbert frères St-Chamont 1902	Arles 02						
200	Sté des Sécheries de Morues de Fécamp	+	Tr. Exp. (5.06)	3	33 - 53 - 86 13-21-34	69 27	80 500 106	Shields Engineer- ing Co Ltd North-Shields 1906	N.C. 5.06	+	1 C	3.88 12-9	3.20 10-6	3	1.64 50	139 1500	12.6 180	Richardsons, West- garth & Co (Ld) Middlesbrough 1906	N.C. 5.06						
201	Service des Ponts & Chaussées	+	Comp. (11.04)	2	45 - 78 18-31	52 20.5	100 400 150	de la Brosse & Fou- ché Nantes 1904	Nt. 04	+	1 C	3.69 12-1	3.12 10-3	2	5.16 56	145 559	7.5 107	de la Brosse & Fou- ché Nantes 1904	Nt. 04						
202	Compagnie Maritime de la Seine	+	Comp. (8.04)	4	45-76 18-30 PS. 8.04	42 17	150 600 170	de la Brosse & Fou- ché Nantes 1900	Paris 04	+	2 C	2.93 9-8	3.09 10-2	4	6.32 68	182 1955	7 100	de la Brosse & Fou- ché Nantes 1900	Pa. 12.06 v.c. 04						
203	John Corrigan	.	Tr. Exp. (5.99)	3	43 - 69 - 117 17 - 27½ - 46	91 36	700 90	Dry Dock Engine Works Detroit (Mich.) 1899	.....	.	1 C	4.11 13-6	3.66 12-0	2	4.06 43.5	197 2123	11.5 165	Dry Dock Engine Works Detroit (Mich.) 1899	Chc. 99						
204	Charles Scholl	+	Tr. Exp. (6.05)	3	46 - 75 - 120 18-29.5-47.5	90 35.5	325 1300 110	de la Brosse & Fou- ché Nantes 1905	Mrs 7.07	+	2 C	3.80 12-6	3.22 10-7	4	9.72 104	291 3127	12.5 179	Caillard & Co Le Havre 1905	Bx 1.06						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.										
	DATE OF TERM			U.																
	1	2	3	4	5	6			7	8										
.	205	AURORA, <i>Hellevig.</i> (5.05)	■	3/3,P	1.1.	2 m	221 107 175	Nrw	59 re.75 V.05	J. Henderson & Sons Renfrew	F; <i>hél</i> ; 4 comp; $\frac{1}{2}$ D. 10m97; rp-car. 8.06.	44.73 146-9	6.18 20-3	2.97 9-9	.....	Aalesund	Brg.8.06			
✦	206	AURORA, <i>Van Slooten.</i> (9.06)	■ P. R.	3/3,L	1.1	2 P	788 473 603	P-B	98 V.06	Maatschappij « De Maas » Rotterdam	A; <i>hél</i> ; 5 comp; R. 14m; G. 6m10; (WB. 200 t.); 1 p. A; 1 p. PP; rp-car. 8.07.	60.96 200-0	9.14 30-0	4.72 15-6	.....	Amsterdam	Am.8.07			
✦	207	AURORA, <i>Hellgren.</i> (9.04)	■ P. R.	3/3,G	1.1.	2 m	491 323 361	Sds	04	Lindholmens Mek. Werkstad Gothembourg	A; <i>hél</i> ; 4 comp; D. 17m20; (WB. 141 t. C.A. 17 t; C. R. 14 t.); car. 6.07.	48.77 160-0	7.90 25-11	4.27 14-0	.....	Gothembourg	Got.6.07			
.	208	AUSA ( <i>ex-Stagno</i> ), <i>Vidu-lich.</i> (3.02)	■	—	—	2 m	79 19 59	Aut	79 V.02	Stabilimento Tecnico Triestino Trieste	A; <i>hél</i> ; 4 comp; $\frac{1}{2}$ D. 8m70; 1 p. b; car. 3.02.	25.57 83-11	4.71 15-6	2.36 7-9	.....	Trieste	Trst. 02			
✦	209	AUSTA, <i>Bagger.</i> (4.06)	■ P. R.	3/3,G	1.1.	2 m	1117 690 1003	Dan	06	Sunderland Shipb. Co L <sup>d</sup> Sunderland	A; <i>hél</i> ; 5 comp; D. 6m25; R. 18m40; G. 7m93; (WB. cell. 279 t.; C. R. 56 t; C. A. 41 t.); rp. 07.	69.79 229-0	10.66 35-0	4.60 15-1	23 $\frac{1}{2}$ 25 $\frac{1}{2}$ 27 $\frac{1}{2}$	Copenhagen	Av. 6.07			
✦	210	AUSTRALIA, <i>Brion.</i> <i>ELECTR.</i> (11.02)	■	—	—	3 m 1 P-B	3845 2877	Amr	97 re.02	ChicagoShipbuilding Co South-Chicago	A; <i>hél</i> ; 4 comp.	114.60 376-0	14.67 48-2	6.81 22-4	.....	Cleveland	Clv. 02			
✦	211	AUTOMAAT, <i>Barends.</i> <i>ELECTR.</i> (3.04)	■	3/3,L	1.1.	1 m	1107 646 883	P-B	04	J. & K. Smit Kinderdijk	A; <i>hél</i> ; 6 comp; D. 18m30; G. 7m93; (WB. 600 t.); rp-car. 2.07.	68.57 225-0	10.05 33-0	5.33 17-6	23 $\frac{1}{2}$ 25 $\frac{1}{2}$ 27 $\frac{1}{2}$	Rotterdam	N-C; 2.07			
✦	212	AUTOMNE, <i>LeMarchand.</i> <i>ELECTR.</i> (5.07) <i>Chalutier.</i>	■	3/3,G	1.1.	Kt	256 75 225	Frç	07	Mackie & Thomson Govan	A; <i>hél</i> ; 4 comp; $\frac{1}{2}$ D. 20m27; (WB. N. 40 t; C. R. 10 t.); 1 p. PP.	38.50 126-4	6.07 21-10	3.49 11-6	.....	Dieppe	Glsg. 5.07			
.	213	AUVERGNE ( <i>ex-Vasco-de-Gama</i> ), <i>Bonavista.</i> (9.05)	■	3/3,L	1.1.	2 P-B	1476 942	Frç	79 V.05	W. B. Thompson Dundee	F; <i>hél</i> ; 5 comp; R. R. 3m66; (WB. R. 71 t; C. A. 51 t.); 2 p. PP; rp. 05; car. 11.06.	77.72 255-0	9.80 32-2	5.23 17-2	.....	Marseille	Mrs.2.07			
.	214	AVALON, <i>Rasmussen.</i> (4.02)	■	—	—	2 m	843 507 579	Nrw	65 V.02	J. & W. Dudgeon Londros	A-F; <i>hél</i> ; 7 comp; D. 15m85; R. 1m15; G. 7m93; $\frac{1}{3}$ p. A; grp. 90; rp-car. 12.04.	72.70 238-6	8.23 27-0	4.00 13-2	.....	Stavanger	N-Y. 04			
✦	215	AVANCE, <i>Nielsen.</i> (1.05)	■	3/3,R	1.1.	—	154 58 132	Dan	05	Kjøbenhavns Skibs- vaerft Copenhagen	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 11 m; (WB. C. A. 13 t; C. R. 4 t.); 1 p. A; rp. 06; car. 7.07.	29.33 96-3	6.86 22-6	2.47 8-1	.....	Copenhagen	Cph. 7.07			
.	216	AVANCE ( <i>ex-Borussia</i> ), <i>Bor-jesson.</i> (4.05) 93-04	■	3/3,G	1.1.	2 m 1 P-B	1618 1157	Sds	83 V.05	J. L. Thompson & Sons Sunderland	F; <i>hél</i> ; 5 comp; <i>welldeck</i> ; (WB); grp-car. 4.05.	79.25 260-0	10.97 36-0	5.62 18-5	.....	Helsingborg	Hlsb. 5.05			

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY		NUMBER and DESCRIPTION	SHELL		Furnaces Grate surface in sq. meters in sq. feet	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Diamet.   Length — IN METERS IN FEET AND INCHES	PRESSURE Main Boiler, Donkey Boiler.							
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
205	Dampskibs Auroras Rederi	.	Comp. (5.05)	2	46 - 94 18 - 37 PS. 5.05	66 26	50 180 90	Lindholm Gothembourg 1875	Chr. 5.05	.	1 C	3.08 10-1	2.75 8-8	2 23	102 1100	3.5 50	Lindholm Gothembourg 1875	Brg. 8.06 v.c. 5.05	
206	Koninklijke Nederlandsche Stoomboot Mij	✝	Tr. Exp. (9.06)	3	35 - 63.5 - 102 15 - 25 - 40 PS. n.02; v.9.06	91.4 36	550 75	Maatschappij « De Maas » Rotterdam 1898	Am. 9.06	✝	1 C	4.27 14-0	3.20 10-6	3 64	181 1950	11 160	Maatschappij « De Maas » Rotterdam 1898	Am. 9.06 v.c. 9.06	
207	Ångfartygs Aktiebolaget « Nornan » (Th. Ahrenberg)	✝	Tr. Exp. (9.04)	3	33 - 56 - 93 13 - 22 - 36.5 PS. 6.07	57 22.5	340 104	Lindholmens Mek. Werkstad Gothembourg 1904	Got. 6.07	✝	1 C	3.15 10-4	2.75 9-0	2 29	84 900	12.6 180 6-85	Lindholmens Mek. Werkstad Gothembourg 1904	Got. 04	
208	Navigazione à Vapore Alfredo Cesare.	.	Comp. (3.02)	2	34 - 59 13.5 - 23 PS. 3.02.	38 15	25 125 140	Stabilimento Tecnico Triestino Trieste 1879	.....	.	1 C	2.20 7-3	2.69 8-10	2 22	50 538	5 71 5.3-75	Lloyd Austriaco Trieste 1885	Trst. 02 v.c. 02	
209	Dampskibs-Selskabet « Frem » (H. Bagger)	✝	Triple (4.06)	3	42 - 69 - 112 16.5-27-44 PS. 4.07	84 33	95 700 77	North-Eastern Marine Eng. Co Ld Sunderland 1906	Got. 4.07	✝	1 C	4.55 14-11	3.20 10-6	3 53	196 2107	12.3 175 6.3-90	North-Eastern Marine Eng. Co Ld Sunderland 1906	Cph. 6.06	
210	James Corrigan	✝	Tr. Exp. (11.02)	3	51 - 85 - 140 20 - 33.5 - 55	107 42	1000 85	Cleveland Ship-building Co Cleveland 1902	.....	✝	2 C	3.80 12-6	3.66 12-0	4 176	614 6606	12.25 175	Manitowoc Steam Boiler Works Manitowoc 1902	Clv. 02	
211	Overzeesche Vrachtvaart Mij (Vermeer & van den Arend)	✝	Tr. Exp. (3.04)	3	48 - 75 - 125 19 - 29.5 - 49 PS. 2.07	80 31.5	140 750 75	Nederlandsche Fabriek Amsterdam 1904	N-C. 2.07	✝	2 C	3.39 11-2	3.15 10-4	4 66	220 2366	11.2 160	Nederlandsche Fabriek Amsterdam 1904	Rd. 6.06	
212	F. Rimbert & Cie	✝	Triple (5.07)	3	33 - 56 - 89 13 - 22 - 35	61 24	63 500 123	Muir & Houston Ld Glasgow 1907	Gls. 5.07	✝	1 C	3.96 13-0	3.05 10-0	2 41	142 1530	12.6 180	Muir & Houston Ld Glasgow 1907	Gls. 5.07	
213	Soc. Générale de Transports maritimes à vapeur	✝	Tr. Exp. (9.05)	3	53 - 89 - 145 21 - 35 - 57 PS. 11.06	99 39	350 1250	North Eastern Marine Engs Co Ld Newcastle o/T. 1891	Mrs. 11.06	✝	2 CD	3.43 11-3	4.40 14-4	8 114	10.60 3703	11.2 160 3-42	Forges de la Méditerranée La Seyne 1903	Mrs. 9.05 v.c. 9.05	
214	T. Rasmussen & Co	.	Tr. Exp. tand. (4.02)	3	46 - 68.5 - 117 18 - 27 - 46 PS. n. 12.40	84 33	175 700 93	Earle's Shipb. & Engineering Co Hull 1890	N-Y. 04	.	1 CD	3.81 12-6	4.88 16-0	4 56	5.20 2335	11.2 160 6-85	Central Marine Engineering Works Hartlepool 1892	Qst. 02 v.c. 01	
215	Carl & Christian Nielsen	✝	Comp. (2.05)	2	27 - 51 10.5 - 20 PS. 7.07	26 14	20 110 140	Kjöbenhavns Skibsværft Copenhagen 1905	Cph. 7.07	✝	1 C	2.28 7-6	2.34 7-9	1 15	1.40 410	38 120	Kjöbenhavns Skibsværft Copenhagen 1905	Cph. 2.05	
216	Rederi Aktiebolaget « Aava » (A. Pyk)	.	Comp. (5.05)	2	81 - 157 32 - 62 PS. 5.07	99 39	200 742 64	Wallend Shipway & Engin. Co Ld Newcastle-o/T. 1883	N-C 5.07	.	2 C	3.90 12-9	3.05 10-0	6 95	8.84 2842	5.6 80 4.2-60	Wallend Shipway & Engin. Co Ld Newcastle-o/T. 1884	Hib. 4.06 v.c. 5.05 v.c. 5.05	

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE													
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME	4	5	6		T. R. U.	3				4	5							6	7	8	9	10	11	12	13	14	15	16	17	18
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																
✝	217	AVIEMOOR, <i>Williamson</i> . Turret. (10.02)	■	3/3, L	1.1.	2 m	3715 2382 3121	Ang	02	Wm Doxford & Sons Ld Sunderland	A; hél; 7 comp; G. 10m97; (WB. cell. 753 t; C. R. 30 t); car. 9.06.	104.21 342-0	14.20 46-7	7.57 24-10	151 155½	London	Card. 9.05																
.	218	AVON, ..... (9.06) Remorqueur.	■	3/3, P	1.1.	1 m	70	P. B	06	H. J. Koopman Dordrecht	A; hél; 5 comp; 1 p. A.	22.50 73-10	4.85 15-11	2.60 8-6	.....	Slidrecht	Rd. 9.06																
✝	219	AXEL, <i>Christensen</i> . (3.04) 04 - 06	■	3/3, L	1.1.	2 m	950 581 770	Dan	04	Howaldtswerke Kiel	A; hél; 5 comp; D. 5m50; ½ D. 16m60; R. 28m60; G. 7m50; (WB. cell. 314 t; C. R. 29 t; C. A. 13 t.); car. 5.07; rp.05.	64.31 211-0	10.36 34-0	4.19 13-9	8 ½ 10 ½ 12 ½	Copenhagen	Kiel 5.07																
.	220	AXEL (ex-Express), <i>Mad-</i> Lighter. sen. (10.06) Moteur aux.	■	3/3, R	1.1	—	48 37 44	Dan	06	Marstal Staalskibs- byggeri Marstal	A; hél.	20.55 67-5	4.37 14-4	2.00 6-7	.....	Copenhagen	Svdb. 10.06																
.	221	AYSGARTH, <i>Smith</i> . (1.01)	■	—	—	Glt 1 P-B	3118 2002 2885	Ang	96 V.01	J. Readhead & Sons South-Shields	A; hél; 6 comp; welld; D. 8m90; R. 22m55; G. 11m05; (WB. cell. 656 t; C. R. 31 t); p. A; car. 1.01.	98.45 323-0	14.35 47-1	6.86 22-6	.....	Newcastle/T	N-C. 01																
✝	222	AZOV, <i>Thomas</i> . (5.00) 81 - 01 Petrol. in bulk.	■	—	—	Glt 2 P-T	2382 1512 2189	Ang	92 V.00	Sir W. G. Armstrong, Mitchell & Co Ld Low-Walker	A-F; hél; 12 comp; R. 6m71; G. 10m05; (WB. E. & B. 138 t; C. A. 95 t.); rp-car. 9.02.	86.86 285-0	11.71 38-5	7.85 25-9	==	Londres	N-C. 02																

ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		SURVEILLANCE SPECIALE	TYPE DATE DU CERTIFICAT		CYLINDRES		FORCE nominale Force indiquée Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Cl. aut. princ. Chaud. auxil.	CONSTRUCTEURS					
					DIAMÈTRES — EN CENTIMÈTRES EN POUÇES	COURSE des pistons — cent. pouces		— LIEU & ANNÉE de CONSTRUCTION					Diamèt.   Long. — EN MÈTRES EN PIEDS ET POUÇES 31 32	NOMBRE sur degelle en mètr. carr. en pied. carr.	surf. de chauffe en mètr. carrés en pied. carrés	— LIEU & ANNÉE de CONSTRUCTION							
								23	24							25		26	27	28	29		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
217	Moor Line Ltd W. Run- ciman & Co), New- castle-o/T.	✠	Tr. Exp. 3 (10.02)	66 - 107 - 173 26 - 42 - 68 PS.n.03; v.9.06	107 42	313 1350 63	Wm Doxford & Sons Ltd Sunderland 1902	Card. 9.06	✠	2 C	4.80 15-9	3.35 11-0	9.60 103	456 4906	11.2 160 5.6-80	Wm Doxford & Sons Ltd Sunderland 1902	Card. 04						
218	K. L. Kalis Wzn	.	Triple (9.06)	2 10-16-26.5	35 14	250 185	H. J. Koopman Dordrecht 1906	Rd. 9.06	.	1 C	3.75 12-4	3.05 10-0	2.60 28	75 806	11 200	H. J. Koopman Dordrecht 1906	Rd. 9.06						
219	Holm & Wonsild	✠	Tr. Exp. 3 (3.04)	40 - 65 - 105 16 - 25.5 - 41 PS. 5.07	70 27.5	550 92	Howaldtswerke Kiel 1904	Kiel 5.07	✠	2 C	3.15 10-4	3.11 10-2	5.80 62	180 1940	12 171	Howaldtswerke Kiel 1904	Kiel 04						
220	O. A. Scheitel	.	moteur à pétrole 3 cylindres			37 400	Fredrikshavn, Mas- kinfabrik Fredrikshavn	Svdb. 10.06	.	.....			Petro le um Mo tor 3cy lindres	.....			Svdb. 10.06						
221	The Clapham Steam- ship Co G. E. Macar- thy)	.	Tr. Exp. 3 (1.01)	61 - 101 - 162 24 - 40 - 64	107 42	285 1150 60	J. Readhead & Sons South-Shields 1896	.....	.	C	4.64 15-3	3.15 10-4	8.63 93	413 4444	11.2 160 5.6-80	J. Readhead & Sons South-Shields 1896	Card. 02 v.c.01						
222	W. Keswick	✠	Tr. Exp. 3 (5.00)	56 - 91.4 - 150 22 - 36 - 59 PS.n. 1.02. v.9.02	99 39	225 1300 70	Blair & Co Ltd Stockton/Tees 1892	.....	✠	2 C	4.19 13-9	3.05 10-0	8.73 94	306 3300	11.2 160 6.3-90	Blair & Co Ltd Stockton/Tees 1892	N-C. 02 v.c.00						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.			PORT OF BUILDING	PROPELLER	WATERTIGHT COMPARTMENTS								
	DATE OF TERM													ERECTIIONS ON DECK							WATERBALLAST, DECKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18				
✦	1	B.-F.-JONES, . . . . (4.06) ELECTR. Hopper.	I	3/3, Lakes	1.1.	hopper 2 P	6939 5492	Amr	06	Gt Lakes Eng. Works Detroit	A; 4 comp; Side tanks.	161.49 530-0	17.07 56-0	9.44 31-0	.....	Duluth (Minn)	Civ. 4.06				
✦	2	BABIN-CHEVAYE, Or- dronneau. (12.97) Drague.	I	—	—	1 m	409 120 449	Frç	97	De la Brosse & Fouché Nantes	A; hél; 12 comp.	48.00 157-6	8.60 28-2	2.94 9-8	.....	Nantes	Nt. 97				
✦	3	BACCHANTE, . . . . Bateau-citerne. (12.99)	II	—	—	Chl	163 86 163	Frç	99	Lobnitz & Co Ld Renfrew	A; hél; 7 comp; p. A.	30.56 100-3	6.90 22-7	2.90 9-6	.....	Brest	Glsq. 99				
✦	4	BAIE-DE-SOMME, . . . . Drague. (2.98)	I	—	—	1 m	67 0 67	Frç	98	Satre fils aîné & Co Arles	A; hél; 6 comp.	26.00 85-4	5.00 16-5	2.17 7-2	.....	St-Valery s/Somme	Mrs. 98				
✦	5	BAKAR, Albanese. (9.04)	I	3/3, P	1.1.	Glt	119 42	Aut	00 V.04	M. U. Martinolich Lussinpiccolo	A; hél; 5 comp; D. 12m00; p. T.; rp. 01; car. 9.04.	33.72 110-8	5.61 18-5	2.58 8-6	.....	Fiume	Trst. 04				
✦	6	BALAKANI, Davis. (9.03) Petrol. in bulk.	I	3/3, L A.&C.P.	1.1	Glt 2 P	3696 2367 3438	Ang	99 V.04	Sir Jas. Laing & Sons Ld Sunderland	F; hél; 19 comp; D. 24m38; R. 6m10; G. 11m27; (WB. cell. 127 t; C. A. 138 t; C. R. 92 t.); 2 p. A; car. 11.03.	102.10 335-0	13.71 45-0	8.57 28-1	.....	London	Lvp. 04				
✦	7	BALDER, Klenberg. ELECTR. (7.98)	III	—	—	Glt	310 168	Rss	98	W. Lindberg Stockholm	A; hél; 5 comp; ½ D. 23m75; R. 8m79; G. 6m53.	38.41 126-0	7.01 23-0	3.20 10-6	.....	Åbo	Stkh. 98				
✦	8	BALDER, Nilsson. (7.06)	III	3/3, G	1.1	Glt 2 P-B-H	598 462	Sds	72 V.06	A. Tham Norrköping	F; hél; 5 comp; awningd. p. S; grp. 00; grp. 06; car. 6.07.	48.4 158-8	7.7 25-4	4.45 14-7	.....	Gefle	Av. 6.07				
✦	9	BALL, Alberts. (3.04) ELECTR.	I	3/3, L A.&C.P.	1.1.	Glt 2 P-B-S	3389 2570 3280	P-B	99 V.04	Carmichael, Maclean & Co Greenock	A; hél; 7 comp; spard. R. 7m06; G. 10m10; (WB. cell. 472 t.); 1 p. A. 1 p. B; car. 7.07.	98.24 322-4	13.48 44 3	8.67 28-5	84½ 80 91	Amsterdam	Am. 7.07				
.	10	BALKAN, Merlin. (5.06)	I	3/3, L	1.1.	Glt 3 P-S	1709 1099 1352	Frç	82 V.06	A. McMillan & Son Dumbarton	F; hél; 7 comp; spard; D. 11m; R. 23m40; G. 10m; rp. 06; car. 2.07.	78.54 257-8	11.19 36-9	6.90 22-8	.....	Marseille	Mrs. 2.07				
✦	11	BALTIC, Tengström. ELECTR. 87-07 (1.07)	I	3/3, G P.R. A.&C.P.	1.1.	Glt 2 P-H	1063 626 1045	Rss	98 V.07	Henry Koch Lübeck	A; hél; 6 comp; awningd. p. S; R. 6m50; (WB. cell. 152 t.; C. R. 15 t.); ½ p. A; grp. 07; car. 5.07.	61.00 200-2	9.96 32-8	7.16 23-6	.....	Helsingfors	Hbg 5.07				
.	12	BALTICA (ex-Zephiros), ELECTR. Yanovsky. (9.03)	I	3/3, L	1.1.	Glt 2 P	2474 1820 2129	Rss	83 V.03	R. Dixon & Co Middlesbro'	F; hél; 6 comp; D. 166 t; R. 182 t; G. 38 t. (WB. 150 t; WT.); alg. 7m32, 94; rp-car. 1.07.	98.75 324-0	11.27 37-0	8.35 25-7	.....	Vladivostok	Ngs. 1.07				

N. B.— The Marks --- indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES										LAST SURVEY	BOILERS										LAST SURVEY
		DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL		Furnaces		MAKERS	PORT AND DATE of CONSTRUCTION									
				DIAMETERS	STROKE				Diameter	Length	NUMBER				grate surface	water surface	PRESSURE						
																		IN CENTIMETERS	IN INCHES	IN METERS	IN FEET	IN METERS	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
1 Inter State S.S. Co	+	Triple (4.06)	3	58-94-160 23-37-63	107 42	1665 84	Gt Lakes Eng. Works Detroit 1906	Civ. 4.06	+	2 C	4.57 15-0	3.66 12-0	6	11.25 121	503 5408	12.2 175	Lake Erie Boiler Works Buffalo 1906	Civ. 4.06					
2 Administration des Ponts & Chaussées	+	Comp. (12.97)	2	46-80 18-31.5	60 23.6	125 500 140	F. Voruz fils & Co Nantes 1897		+	2 C	2.84 9-4	2.94 9-8	4	5.43 58	182 1957	7 100	E. de la Brosse & Fouché Nantes 1897	Nt. 97					
3 Marine Nationale Française	+	Comp. (12.99)	2	25-56 10-22	46 18	24 140 155	Lobnitz & Co Ld Renfrew 1899		+	1 C	2.74 9-0	2.59 8-6	2	2.50 27	45.52 490	8.07 115	Lobnitz & Co Ld Renfrew 1899	Gisg. 99					
4 Administration des Ponts & Chaussées	.								.														
5 Sta Ungaro-Croata di Navigazione a Vapore	.	Comp. (9.04)	2	33-66 13-26 PS. 9.04	45 18	250 190	Greenham & Co Trieste 1900	Trst. 04	.	1 C	2.94 9-8	3.12 10-3	2	4.60 49	100 1076	7.8 112	Greenham & Co Trieste 1900	Trst. 04 v.c. 04					
6 Petroleum Steamship Co (Ld) (Lane & Mac Andrew)	+	Tr. Exp. (9.03)	3	62-102-168 24.5-40-66 PS. 11.03	114 45	320 1900 66	Geo. Clark Ld Sunderland 1899	Lvp. 04	+	2 C	4.88 16-0	3.35 11-0	8	15 162	489 5257	12.6 180 7-100	Geo. Clark Ld Sunderland 1899	Lvp. 04 v.c. 04					
7 Åbo Kust Ångbåts-Aktiebolag (O. Wikeström)	+	Comp. (7.98)	2	46-89 18-35	52 20.5	85 375 128	W. Lindberg Motala 1898		+	1 C	3.25 10-8	3.03 9-11	3	3.81 41	109 1177	9.14 130	W. Lindberg Stockholm 1898	Stkh. 98					
8 Ångfartygs Rederibolaget « Balder » (P. J. Haegerstrand)	.	Comp. (7.06)	2	43-91.4 17-36 PS. 6.07	61 24	60 180 78	A. Tham Norrköping 1872	Av. 6.07	.	1 C	3.00 9-10	2.80 9-2	2	2.89 31	100 1076	3.5 50	Aktiebolaget Gefle Werkstäder. Gefle 1895	Gfl. 7.06 v.c. 7.06					
9 Stoomvaart Maatschappij Nederland	+	Tr. Exp. (3.04)	3	58-97-157 23-38-62 PS. 2.07	107 42	1500 82	Bow M'Lachlan & Co Paisley 1899	Am. 2.07	+	2 C	4.27 14-7	3.42 11-3	6	9.29 100	413.70 4453	12.6 180 12.6-180	Bow M'Lachlan & Co Paisley 1899	Am. 9.06 v.c. 04 P.C. 04					
10 Cie Marseillaise de Navigation à vapeur (Fraissinet & Co)	.	Comp. (5.06)	2	93-160 37-63 PS. 7.06	122 48	375 1500 64	Denny & Co Dumbarton 1882	Mrs. 7.06	+	2 CD	3.63 11-9	4.87 16-0	8	16 172	400 4301	5 70 3-43	Chantiers de Provence Marseille 1900	Mrs. 5.06 P.C. 5.06 v.c. 5.06					
11 Helsingfors Ångfartygs Aktiebolag (Viktor Ek)	+	Tr. Exp. (1.07)	3	40-64-112 15.8-25.2-44 PS. 1.07	76 30	700 95	Blohm & Voss Hamburg 1897	Hlsf. 1.07	+	2 C	3.55 11-8	3.17 10-5	4	7.00 75	218 2344	13 185 7-100	Blohm & Voss Hamburg 1897	Hlsf. 1.07 P.C. 1.07 v.c. 1.07					
12 Russisch Ostasiatische Dampfschiffs-A. G.	+	Qu. Exp. (9.03)	4	53-76-109-160 21-30-43-63 PS. c. 1.07	91.4 36	238 1350 78	Maatschappij de « Schelde » Flessingue 1894	Ngs. 1.07	+	2 CD	3.35 11-0	4.47 14-8	8	11.35 122	284 3050	14 200 5.6-80	Maatschappij de « Schelde » Flessingue 1894	Ngs. 1.07 P.C. 1.07 v.c. 03					

## BAT

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.													
	DATE DU TERME							U.														
	1	2	3	4	5	6		7	8				9	10	11	12						
✠	13	BALTZAR-VON-PLATEN, Jonsson. (3.05)	II	3/3,A	1.1.	B-G 1 P-B	732 519	Sds	72 V.05	Cole Bros Newcastle o/T	F; hél; 6 comp; ½ D. 12m20; G. 6m; p. PP; car. 3.07; rp. 07.	60.3 198-0	8.5 28-0	4.57 15-0	.....	Helsingborg	Hlsb. 3.07					
✠	14	BANI, Laboire. (4.03)	I	3/3,P	1.1.	2 m	567 283 477	Frç	03	Rykee & Co Rotterdam	A; 2 hél; 5 comp; G. 4m57; (WB. C. N. & R. 60 t.); p. PP.	53.59 175-9	7.95 26-1	3.18 10-5	.....	Bordeaux	L-P. 04					
.	15	BANTAM, Bekkering. ELECTR. (11.97)	I	—	—	Glt 2 P-B	2114 1323 1978	P.B	84 V.97	A. & J. Inglis Glasgow	A-F; hél; 6 comp; D. 15m24; G. 11m58; 1 p. A & T; rp-car. 9.00.	88.44 290-2	11.32 37-2	7.37 24-2	=====	Amsterdam	Biv. 00					
✠	16	BAR, Duchêne. Chalutier. (2.07)	I	3/3,P	1.1.	2 m	254 100 240	Frç	07	Bonn & Mees Rotterdam	A; hél; 4 comp; (WB. 25 t.); 1 p. PP.	41.55 136-4	6.68 21-11	3.82 12-6	.....	Boulogne s/Mer	Rd. 2.07					
.	17	BARNSTABLE, Davison. ELECTR. (1.07)	I	3/3,L	1.1.	Glt 2 P-B-H	1356 745 1151	Ang	94 V.07	R. Craggs & Sons Middlesbrough	A; hél; 6 comp; awningd; (WB. cell. 178 t; C.A. 19 t; C.R. 20 t.); rp-car. 1.07.	70.15 230-2	9.57 31-5	4.57 15-0	.....	Middles- brough	Blt. 4.07					
✠	18	BARON-DE-MACAR, de Give. (7.05)	I	3/3,L	1.1.	2 m 2 P-S	2430 1764 2311	Blg	01 V.05	Société John Cocke- rill Anvers	A; hél; 6 comp; R. 7m01; G. 9m14; (WB. cell. 823 t.); 2 p. A; rp.04; car. 10.07.	87.91 288-5	13.71 45-0	7.62 25-0	64½ 67½ 69½	Anvers	Av. 10.07					
✠	19	BARON-STJERNBLAD, Klausen. (2.06) 96 - 98	I P. R.	3/3,A	1.1.	2 m 2 P	991 612 774	Dan	90 V.06	Motala Mek. Verkst. Gothembourg	A; hél; 6 comp; welldeck; ½ D. 19m50; R. 18m50; G. 7m; (WB. cell. 219 t.); 1 p. A; rp-car. 2.06.	62.18 204-0	9.50 31-3	5.25 17-3	.....	Copenhagen	Cph. 2.06					
✠	20	BARSAC, Fesq. (7.06) 87-02	I	3/3,L	1.1.	2 m 2 P	1806 1121 1595	Frç	02 V.06	Chantiers Anversoï Anvers	A; hél; 6 comp; D. 8m18; R. 20m73; G. 8m77; (WB. cell. 469 t.); rp.06; car. 8.07.	79.24 260-0	11.63 38-3	6.15 22-11	38½ 42 44	Le Havre	Hv. 8.07					
✠	21	BASS-ROCK (ex-Bernard), Green. (7.07)	II	3/3,G	1.1.	Glt 3 m	628 358 530	Ang	89 V.07	Ateliers & Chantiers de la Loire Nantes	A; hél; 6 comp; R. R. 14m50; (WB. C. N. 9 t); 1 p. A; gp-car. 7.07.	57.05 187-2	8.51 27-11	4.67 15-3	32½ 34½ 36½	Newcastle on/Tyne	Glsq. 7.07					
.	22	BASTIAIS (ex-Shandon), ELECTR. Prades. (11.95) 92-02	II	—	—	Glt 2 P	947 503 740	Frç	64 V.95	Palmer Bros & Co Newcastle	F; hél; 5 comp; D. 18m10; R. R. 8m10; 2 R. 3m & 2m05; R.A. 12m84; G. 20m; p. P; car. 12.98.	76.45 250-10	8.60 28-3	5.36 17-7	.....	Marseille	Mrs. 98					
✠	23	BATAVIER-II, Zwart. ELECTR. (1.07)	I	3/3,G	1.1.	Glt 2 P	1096 690 789	P-B	97 V.07	Gourlay Bros & Co Dundee	A; hél; 5 comp; D. 46m34; G. 14m60; (WB. cell. 118 t.; C. R. 26 t.); 1 p. A; 1 p. P; rp-car. 10.07.	74.37 244-0	10.18 33-5	4.27 14-0	.....	Rotterdam	Rd. 10.07					
✠	24	BATAVIER-III, den Broe- der. (4.07)	I	3/3,G	1.1.	Glt 2 P	1096 690 789	P-B	97 V.07	Gourlay Bros & Co Dundee	A; hél; 5 comp; D. 46m34; G. 14m60; (WB. cell. 118 t.; C. R. 26 t.); 1 p. A; 1 p. P; rp.04; car. 4.07.	74.37 244-0	10.18 33-5	4.27 14-0	.....	Rotterdam	Rd. 4.07					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES								DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Pouces indiqués Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE		ENVELOPPE		FOYERS	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION			
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES								Diamèt.   Long.								
																				EN MÈTRES EN PIEDS ET POUCES	NOMBRE sur/dégrille en mèt. carr. en pieds carr.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
13	N. P. Svensson	.	Comp. (3.05)	2	56-107 22-42 PS. 3.07	84 33	75 320	Ouseburn Engine Works Gateshead 1872	Hlsb. 3.07	.	1 C	3.50 11-6	3.43 11-3	3 4.64 50		5 70 5-70	Bergsunds Verkstad Stockholm 1883	Hlsb. 3.07 P. c. 3.07 v. c. 3.05				
14	Devès, Chaumet & Co	✦	2 Comp. (4.03)	4	38-70 15-27.5	46 18	450 155	Alblasserdamsche Machinefabriek Alblasserdam 1903	Sng. 8.07	✦	2 C	2.87 9-5	2.90 9-6	4 6.28 68	155 1670	7 100	Alblasserdamsche Machinefabriek Alblasserdam 1903	Sng. 8.07				
15	Koninklijke Paketvaart Maatschappij	.	Comp. (11.97)	2	91.4-178 36-70	114 45	250 1000	A. & J. Inglis Glasgow 1884	.....	.	2 CD	4.11 13-6	4.88 16-0	12 16.30 175.5	460 4946	6.33 90	A. & J. Inglis Glasgow 1885	Btv. 00 v. c. 97				
16	L. Bouclet & Co	✦	Triple (2.07)	3	33-55-89 13-21.5-35	61 24	425 110	Alblasserdamsche Machinefabriek Alblasserdam 1907	Rd. 2.07	✦	1 C	3.76 12-4	3.05 10-0	2 3.53 38	122 1315	12.6 180	Alblasserdamsche Machinefabriek Alblasserdam 1907	Rd. 2.07				
17	King Lane (Ld) (Philipps, Philipps & Co), Londres	.	Tr. Exp. (1.07)	3	56-89-145 22-35-57 PS. n. 07, v. 3.07	91 36	213	Westgarth, English & Co Middlesbro' 1894	Blt. 3.07	.	2 C	4.27 14-0	3.12 10-3	6 11.34 122	323 3469	11.2 160 5.6-80	Westgarth, English & Co Middlesbro' 1894	Blt. 1.07 P. c. 1.07 v. c. 1.07				
18	Sté John Cockerill	✦	Tr. Exp. (7.05)	3	57-93-152 22.5-36.5-60 PS. 10.07	107 42	232 1250 78	Richardson, West- garth & Co (Ld) Middlesbro' 1901	Av. 7.06	✦	2 C	4.42 14-6	3.12 10-3	6 9.74 106	329 3250	11.2 160 6.3-90	Richardson, West- garth & Co (Ld) Middlesbro' 1901	Av. 7.06 v. c. 7.05 P. c. 7.05				
19	Det Forenede Damp- skibsselskab	✦	Triple (2.06)	3	46-74-117 18-29-46 PS. 2.06	81 32	130 700	Motala Mek. Verkst. Gothembourg 1890	Cph. 2.06	✦	2 C	3.23 10-7	2.87 9-5	4 5.57 60	182 1962	11.2 160	Motala Mek. Verkst Motala 1890	Cph. 2.06 P. c. 2.06 v. c. 2.06				
20	Worms & Co	✦	Tr. Exp. (7.06)	3	53-86-142 21-34-56 PS. 7.06	99 39	1200 70	North Eastern Mar- ine Eng. Co (Ld) Newcastle o/T. 1902	Hv. 8.07	✦	2 C	4.27 14-0	3.20 10-6	6 10.00 108	340 3740	11.2 160 7-100	North Eastern Mar- ine Eng. Co (Ld) Newcastle o/T. 1902	Hv. 8.07 v. c. 7.06 P. c. 7.06				
21	Bass Rock SS. Co (Ld) (Alf. Rowland & Co)	✦	Comp. (7.07)	2	48-88 19-34.6 PS. 7.07	63 25	100 400 115	Ateliers & Chantiers de la Loire Nantes 1889	Gls. 7.07	✦	1 C	3.81 12-6	3.20 10-6	3 4.39 47	131 1408	7.5 107	Th. Sumner & Sons Liverpool 1901	Gls. 7.07 v. c. 7.07				
22	Cie Nouvelle Méditerra- néenne de Navigation	.	Tr. Exp. (11.95)	3	55-91-147 21.6-36-58	91 36	300 1200 80	D. Rollo & Sons Liverpool 1887	.....	.	2 CD	3.28 10-9	4.42 14-6	8 12.80 138	298 3208	10 140	D. Rollo & Sons Liverpool 1887	Mrs. 00 v. c. 95				
23	Nederlandsche - Stoom- boot Mij (Wm H. Mul- ler & Co)	✦	Tr. Exp. (1.07)	4	58-94-104-104 23-37-41-41 PS. n. 10.07	91 36	276 1700 107	Gourlay Bros & Co Dundee 1897	Rd. 10.07	✦	2 C	4.27 14-0	3.50 11-6	6 10 107	379 4082	11.9 170	Gourlay Bros & Co Dundee 1897	Rd. 1.07 v. c. 1.07				
24	Nederlandsche - Stoom- boot Mij (Wm H. Mul- ler & Co)	✦	Tr. Exp. (1.07)	4	58-94-104-104 23-37-41-41 PS. c. 4.07	91 36	276 1700 107	Gourlay Bros & Co Dundee 1897	Rd. 4.07	✦	2 C	4.27 14-0	3.50 11-6	6 10 107	379 4082	11.9 170	Gourlay Bros & Co Dundee 1897	Rd. 4.07 v. c. 4.07				



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM						U.											
	1	2	3				4	5										
+	25	BATAVIER-IV, <i>Wilkins.</i> <i>ELECTR.</i> 93 - 03(10.07)	■	3/3,G A.&C.P.	1.1.	2 m 2 P	1506 950 920	P-B	03 V.07	Gourlay Bros. & Co Ltd Dundee	A; <i>hél</i> ; 6 comp; D. 14m20; R. 24m90; G. 9m40; (WB. cell. 145 t.; C.R. 15 t.); 1 p. A; car. 10.07; rp. 05.	79.25 260-0	10.70 35-2	4.77 15-8	17 19½ 21½	Rotterdam	Rd. 10.07	
+	26	BATAVIER-V, <i>Rinder-</i> <i>ELECTR.</i> <i>mann.</i> (10.07) 95 - 03	■	3/3,G A.&C.P.	1.1.	2 m 2 P	1506 950 920	P-B	03 V.07	Gourlay Bros. & Co Dundee	A; <i>hél</i> ; 6 comp; D. 14m20; R. 24m90; G. 9m40; (WB. cell. 145 t.; C.R. 15 t.); 1 p. A; car. 10.07.	79.25 260-0	10.70 35-2	4.77 15-8	17 19½ 21½	Rotterdam	Rd. 10.07	
+	27	BATAVIER-VI, <i>v. d. Laan.</i> <i>ELECTR.</i> (4.03)	■	3/3,L A.&C.P.	1.1.	2 m 3 P-H	1206 636 940	P-B	03	Mackie & Thomson Glasgow	A; <i>hél</i> ; 5 comp; <i>awningd</i> ; D. 7m50; R. 21m90; G. 7m50; (WB. cell. 297 t.; C. R. 44 t.; C.R. 13 t.); ½ p. A; car. 2.07; rp. 05.	73.15 240-0	10.84 35-7	4.75 15-7	20½ 23 25	Rotterdam	Rd. 2.07	
+	28	BATTAMBANG, <i>Liais.</i> (12.04)	■	3/3,G A.&C.P.	1.1.	Glt 2 P-A	668 317 634	Frç	88 V.04	A. Dubigeon Nantes	A; <i>hél</i> ; 5 comp; <i>shaded</i> ; R. A. 6m60; 2 p. T.; rp. 05; car. 12.06.	58.3 191-7	8.5 28-0	4.29 14-1	.....	Saigon	Saig. 12.06	
+	29	BAUD, <i>van der Lee.</i> (4.03) <i>ELECTR.</i>	■	3/3,L A.&C.P.	1.1.	2 m 3 P-A	2777 1689	P-B	03	Ned. Scheepsbouw Mij Amsterdam	A; <i>hél</i> ; 7 comp; <i>shaded</i> ; D. 20m57; G. 22m71; (WB. cell. 326 t.); 1 p. A; car. 9.05.	96.60 317-0	12.60 41-4	5.96 19-6	43 46 48	Batavia	Btv. 9.05	
+	30	BAYONNE-II, ..... <i>Porteur.</i> (4.01)	■	—	—	1 m	554	Frç	01	Werf Conrad Haarlem	A; <i>hél</i> ; 11 comp; 1 ½ p. A.	50.00 164-9	8.60 28-2	4.00 13-2	.....	Bayonne	Am. 01	
+	31	BEACON-LIGHT, <i>Kell.</i> <i>ELECTR.</i> 96 - 02 (12.05) <i>Petrol. in bulk.</i>	⊙	3/3,L A.&C.P.	1.1.	G 3m 2 P	2763 2107 2694	Ang	90 V.05	Sir W. G. Armstrong, Mitchell & Co Low-Walker	A-F; <i>hél</i> ; 12 comp; R. R. 63 t. R. A. 3½ t.; (WB. E. & B. 150 t.; WT. A. 264 t.; C. A. 94 t.); 1 p. A; 1 p. F; grp. 05; car. 6.07; rp. 07.	94.79 311-0	12.24 40-2	8.62 28-3	79.0 83 ½ 85 ½	Liverpool	Card. 6.07	
.	32	BEAR, <i>Wright.</i> (7.06)	■	3/3,M	1.1.	2 m 2 P-S	711 363	Ang	70 V.06	J. & G. Thomson Glasgow	F; <i>hél</i> ; 5 comp; <i>spard</i> ; car. 7.06.	66.18 217 2	8.55 28-0	6.45 21 2	.....	Glasgow	Alx. 12.06	
+	33	BEARN, <i>Chantreau.</i> <i>ELECTR.</i> (6.04)	■	3/3,P A. P.	1.1.	Glt	450 210 421	Frç	00 V.04	de la Brosse & Fouché Nantes	A; 2 <i>hél</i> ; 5 comp; ½ D. 8m50; R. 14m30; ½ G. 8m50; (WB. C. R. 29 t. C. A. 31 t.); 1 p. A.; rp. 05; car. 8.07.	50.51 165.8	7.43 24-4	3.84 12-7	27 28 30	Bayonne	Bay. 8.07	
+	34	BEATRICE ( <i>ex-Sydenham</i> ), <i>Hansson.</i> (12.05)	■	3/3,L	1.1.	Glt 1 P-B	2377 1546 1848	Sds	91 V.05	Edw. Withy & Co West-Hartlepool	A-F; <i>hél</i> ; 7 comp; <i>wellld</i> ; ½ D. 26m21; D. 10m; R. 35m35; G. 9m49; (WB. cell. 392 t.; C. R. 33 t.); 1 p. F; rp-car. 4.07.	88.39 290-0	11.60 38-1	6.02 19-9	23½ 27 31	Gothembourg	Gct. 4.07	
+	35	BEIRA, <i>Lünge.</i> (6.05)	■	3/3,L P. R. A.&C.P.	1.1.	Glt 2 P	1274 681 936	Dan	99 V.05	Lobnitz & Co Ltd Renfrew	A; <i>hél</i> ; 5 comp; <i>wellld</i> ; ½ D. 26m00; R. 17m60; G. 7m60; (WB. cell. 225 t.; C. A. 18 t.; C. R. 22 t.); 1 p. A; 1 p. PP; car. 9.07.	70.02 229-9	10.36 34-0	5.03 16-6	22 ½ 25.0 28.0	Copenhagen	Mrs 9.07	
.	36	BEIRA, <i>Cassens.</i> (10.01) <i>Drague.</i>	■	—	—	2 m 2 P	278	Frç	01	Werf Conrad Haarlem	A; <i>hél</i> ; 6 comp; 2 p. PP.	39.00 128-0	7 35 24-1	3.50 11-6	.....	Beira	Am. 01	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS							LAST SURVEY	
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED	BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler. Donkey Boiler.	MAKERS	PORT AND DATE of CONSTRUCTION		
					NUMBER	DIAMETERS IN CENTIMETERS IN INCHES							Diamet.	Length	NUMBER	square grate surface in sq. meters in sq. feet					square grate surface in sq. meters in sq. feet
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
25	Algemeene Scheepvaart Mij (Wm H. Müller & Co)	✠	Tr. Exp. (10.07)	3	61 - 97 - 157 24-38-62 PS.n.05, v.10.07	91 36	330 2000 113	Gourlay Bros. & Co Ltd Dundee 1903	Rd.10.07	✠	2 C	4.57 15-0	3.50 11-6	6	11.37 122	467 5112	12.6 180	Gourlay Bros. & Co Ltd Dundee 1903	Rd.10.07 v.c.10.07		
26	Algemeene Scheepvaart Mij (Wm H. Müller & Co)	✠	Tr. Exp. (10.07)	3	61 - 97 - 157 24 - 38 - 62 PS.e.05, v.10.07	91 36	330 2000 113	Gourlay Bros. & Co Ltd Dundee 1903	Rd.10.07	✠	2 C	4.57 15-0	3.50 11-6	6	11.37 122	467 5112	12.6 180	Gourlay Bros. & Co Ltd Dundee 1903	Rd.10.07 v.c.10.07		
27	Algemeene Scheepvaart Mij (Wm H. Müller & Co)	✠	Tr. Exp. (4.03)	3	51 - 81 - 135 20 - 32 - 53 PS.n.04; v.2.07	91 36	141 1100 88	Hutson & Sons Ltd Glasgow 1903	Rd. 2.07	✠	2 C	4.27 14-0	3.05 10-0	6	10.96 118	313 3373	12.6 180	Hutson & Sons Ltd Glasgow 1903	Rd. 04		
28	Messageries Fluviales de Cochinchine	✠	Tr. Exp. (12.04)	3	45 - 75 - 120 17.6 - 29.5 - 47.4 PS.n.12.04	75 29.5	150 600 90	J. Voruz aine Nantes 1888	Saig. 12.06	✠	2 C	3.00 9-10	3.00 9-10	4	6.80 73	195 2099	9.00 128 6-85	Cie Générale Transatlantique St-Nazaire 1888	Saig. 12.06 P.C.12.06 v.c.04		
29	Koninklijke Paketvaart Mij	✠	Tr. Exp. (4.03)	3	58 - 94 - 157 23 - 37 - 62 PS.9.05	107 42	1350 75	Ned. Fabriek Amsterdam 1903	Btv.9.05	✠	3 C	3.53 11-7	3.55 11-8	6	10.70 115	488 4710	12 170	Ned. Fabriek Amsterdam 1903	Btv.9.05 P. c.9.05		
30	Gouvernement Français	✠	Comp. (4.01)	3	38 - 64 - 65 11.5 - 17 - 25.5	55 21.5	70 200 165	Gebr. Stork & Co Hengelo 1901	.....	✠	1 C	3.00 9-10	3.03 9-11	2	1.80 19	100 1075	10.5 150	Gebr. Stork & Co Hengelo 1901	Am. 01		
31	Bear Creek Oil & Shipping Co Ltd (C. T. Bowring & Co)	✠	Tr. Exp. (10.05)	3	58 - 94 - 152 23 - 37 - 60 PS.n.03; v.11.06	99 39	250 1500 85	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1890	Card. 11.06	✠	2 C	4.19 13-9	3.27 10-9	6	9.01 97	349 3758	11.2 160 7-100	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1903	N-C. 05 P.C.11.06 v.c.05		
32	Asia Minor S. S. Co	.	Comp. (7.06)	2	85 - 147 33.5 - 58 PS. 7.06	91 36	150 650 57	J. & G. Thomson Glasgow 1870	Alx. 12.06	.	2 C	3.80 12 6	3.15 10 4	6	10.53 73	200 2150	5.6 80 5-70	W. Esplen & Son Liverpool 1903	Alx. 12.06 P.C. 7.06 v.c. 7.06		
33	Joseph Larran	✠	2 Comp. (6.04)	4	45 - 76 18 - 30 PS.11.03 PS.B.n. 8.07	42 17	150 600 170	de la Brosse & Fouché Nantes 1900	Bay. 8.07	✠	2 C	2.93 9-8	3.09 10-2	4	6.32 68	182 1955	7 100	de la Brosse & Fouché Nantes 1900	Bay. 8.07 v.c. 04		
34	Angfartygs Aktiebolaget « Vidar » (H. Grebst)	✠	Tr. Exp. (12.05)	3	56 - 89 - 150 22 - 35 - 59 PS.n.03; v.4.07	99 39	225 1175	T. Richardson & Sons Hartlepool 1891	Get. 4.07	✠	2 C	4.16 13-8	2.84 9-4	6	7.89 85	322 3470	11.2 160 5.6-80	T. Richardson & Sons Hartlepool 1891	Glsq. 8.06 P.C. 05 v.c.05		
35	Det Forenede Dampskibsselskab	✠	Tr. Exp. (6.05)	3	48 - 81 - 130 19 - 32 - 51 PS.9.07	99 39	177 800 88	Lobnitz & Co Ltd Renfrew 1899	Mrs.9 07	✠	2 C	4.03 13-3	3.05 10-0	6	10 108	254.50 2740	12.6 180 7-100	Lobnitz & Co Ltd Renfrew 1899	Cph.6.05 v.c. 6.05 P.C. 6.05		
36	Cie de Mozambique (Paris)	.	Comp. (10.01)	2	31 - 50 12 - 20	40 16	35 150 200	Gebr. Stork & Co Hengelo 1901	.....	.	1 C	2.50 8-2	2.76 9 1	2	2.10 23	60 646	6.33 90	Gebr. Stork & Co Hengelo 1901	Am. 01		

BEN

SURVEILLANCE SPECIALÉ		NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT	NOMBRE DE PONTS		TONNAGE	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	ORREUX	FRANC ET V		PORT	LIEU et DATE de la DERNIÈRE VISITE
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME							T.	R.	U.		PORT DE CONSTRUCTION	COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES			EN PIEDS & POUCHES		D'ARMEMENT	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18					
✠	37	BELGIEN, <i>Nielsen.</i> (6.07)	■	3/3,G	1.1.	2 m	1665 1056 1162	Dan	07	Howaldtswerke Kiel	A; <i>hél</i> : 5 comp; $\frac{1}{2}$ D. 25m83; R. 32m30; G. 9m15; (WB. cell. 418 t; C. R. 23 t; C. A. 35 t.)	73.52 241-3	11.00 36-1	5.03 16-6	13 1/2 16 1/2 18 1/2	Copenhagen	Kiel	6.07				
.	38	BELGIUM, <i>Van Marck.</i> <i>Remorqueur.</i> (9.96)	■	—	—	Clt	90 45 90	Blg	84 V.96	Jabon frères Ombret	F; <i>hél</i> : 4 comp; $\frac{1}{2}$ p. F; car. 9.96.	23.3 76-5	5.3 17-5	2.85 9-4	.....	Anvers	Av.	96				
✠	39	BELLE, <i>Myers.</i> (6.05)	12	3/3,G	1.1.	Glt	94 64	Ang	05	Vancouver (B-C)	P; <i>hél</i> : ch. frg; sfb.	25.73 84-5	5.67 18-7	2.44 8-0	.....	Vancouver (B-C)	Vev.	6.05				
.	40	BELLE ( <i>ex-Tyne-Belle</i> ), <i>Chalutier. Dekker.</i> (6.05)	■	3/3,P	1.1.	Kt	150 49 144	P-B	93 V.05	Edwards Bros North-Shields	A; <i>hél</i> : 4 comp; $\frac{1}{2}$ D. 4m87; $\frac{1}{3}$ G. 4m42; p. PP; car. 10.06.	30.78 101-0	6.23 20-5	3.22 10-7	.....	Ymuiden	Am.	10.06				
✠	41	BELLE-ILE, <i>Pillivuyt.</i> (3.07)	■	3/3,L	1.1	Glt 1 P-B	2291 1382 1855	Frç	03 V.07	Chantiers Nantais Nantes	A; <i>hél</i> : 7 comp; D. 5m90; pont sur- élevé 26m84; R. 18m94; G. 8m80; (WB. cell. 485 t.); rp-car. 3.07.	86.14 282-8	12.36 40-7	5.96 19-7	33 36 1/2 39	Nantes	Nt.	3.07				
.	42	BELOS, <i>Höggren.</i> (12.91)	■	—	—	Glt	362 180	Sds	85 V.91	Motala filial Lind- holmen Göteborg	A; <i>hél</i> : 6 comp; R. 4m40; (WT. A. & R. 78 t.); p.B; rp-car. SS. 12.91	43.9 144-0	7.9 25-8	3.97 13-0	.....	Stockholm	Mlm.	96				
✠	43	BELTOR ( <i>ex-Progressist</i> ), <i>Turret. King.</i> (3.02)	■	—	—	Glt 1 P-B	3188 2025 2844	Ang	94 V.02	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> : 7 comp; R. V. 9m44; G. 11m58; (WB. cell. 843 t.; C. R. 40 t.); 2 p. A; rp-car. 6.03.	103.63 340-0	13.84 45-5	7.24 23-5	.....	London	Card.	03				
✠	44	BENCLIFF, <i>Tinmouth.</i> <i>Turret.</i> (2.07)	■	3/3,L	1.1.	Glt 1 P-B	2210 1385 1977	Ang	94 V.07	Wm Doxford & Sons Ld Sunderland	A; <i>hél</i> : 6 comp; G. 10m97; R. V. 8m54; (WB. cell. 664; t. C. R. 36 t.); 1 p. A; rp-car. 6.07.	90.52 297-0	12.19 40-0	7.60 24-11	.....	West-Hartle- pool	N-C.	6.07				
✠	45	BENEDIKT, <i>Jespersen.</i> <i>ELECTR.</i> (6.05)	■	3/3,G	1.1.	Glt	337 175 259	Dan	01 V.05	Burmeister & Wain Copenhagen	A; <i>hél</i> : 5 comp; $\frac{1}{2}$ D. 15m80; R. 13m86; G. 8m54; (WB. cell. 41; C. R. 6 t; C. A. 12 t.); car. 8.07.	45.61 149-8	7.63 25-0	3.01 9-10	.....	Odense	Cph.	8.07				
.	46	BENGALÉN ( <i>ex-Leonis</i> ), <i>Adam.</i> (5.06)	■	3/3,L	1.1.	2 m 1 P-B	2673 1713 2449	P.B	03 V.06	Wm Gray & Co Ld West-Hartlepool	A; <i>hél</i> : 6 comp; D. 8m54; R. 57m91; G. 10m30; (WB. 731 t.)	96.93 318-0	13.71 45-0	7.16 23-6	.....	Rotterdam	Rd.	5.06				
✠	47	BENGALI, . . . . . (11.95)	■■■	—	—	Chl 2 P-A	36 27	Frç	95	A. Dubigeon Nantes	A; <i>hél</i> : 3 comp; shaded; R. R. 1m50, R. A. 4m; 2 p. T.	19.00 57-9	3.85 1-28	1.50 4-11	.....	Saïgon	Nt.	95				
.	48	BENGAR ( <i>ex-Verax</i> ), <i>Ste- vens.</i> (11.04)	■	3/3,L	1.1.	2 m	2531 1640 1809	Ang	90 V.04	E. Withy & Co West-Hartlepool	A; <i>hél</i> : 6 comp; <i>welldeck</i> ; $\frac{1}{2}$ D. 34m74; R. 36m26; G. 10m05; (WB. cell. 560 t; C. R. 11 t.); 1 p. A; rp. 04; car. 10.04.	88.39 290 0	12.22 40-1	5.86 19-3	.....	Liverpool	Queb.	04				

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE — LATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale en chevaux vapeur	NOMBRE de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE sur grille en mètre carr. en pieds carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION (Chaud. princ. Chaud. auxil.)	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION			
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces							Diamètre.	Long.									
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
37	Dampskibs-Selskab « Europa » (A. Christensen & Co)	✠	Triple (6.07)	3	43 - 68 - 107 17 - 27 - 42	76 30	600 70	Howaldtswerke Kiel 1907	Kiel 6.07	✠	2 C	3.35 11-0	3.03 9-11	4	6.72 72	221 2377	12.5 178	Howaldtswerke Kiel 1907	Kiel 6.07				
38	Société Anonyme de Re- morquage à hélice	.	Comp. (9.96)	2	40 - 70 16 - 27.5	40 15.6	40 120 100	F. Nicolai Verviers 1883	.....	.	1 C	2.97 9-9	2.74 9-0	2	3.50 38		5.97 85	Beliard & Fletcher Anvers 1892	Av. 96 v.c. 96				
39	British Columbia Mills, Timber & Trading Co	.	Comp. (6.05)	2	23 - 51 9 - 20	36 14	40 175	N. Thompson & Co Vancouver 1905	Vev.6.05	.	1 C	2.28 7-6	2.97 9-9	2		107 1150	11.2 160	N. Thompson & Co Vancouver 1905	Vev.6.05				
40	Stoom Visscherij Mij « Overijssel »	.	Tr. Exp. (6.05)	3	29 - 44 - 76 11.5 17-30	53 21	60 300 104	North Eastern Ma- rine Engine Works Sunderland 1893	Am.6.05	.	1 C	3.05 10-0	2.90 9-6	2	3.30 36	68 734	11.2 160	North Eastern Ma- rine Engine Works Sunderland 1893	Am.6.05 v.c. 6.05				
41	Chargeurs de l'Ouest	✠	Tr. Exp. (3.07)	3	59 - 93 - 153 23 - 36.5 - 60.5 P.S. 3.07	100 39.5	300 1200 80	Schneider & Co Creusot 1903	Nt. 3.07	✠	2 C	3.40 11-2	3.08 10-1	6	10.20 110	285 3065	11 157 6.7-95	Schneider & Co Creusot 1903	Nt. 3.07 P.C. 3.07 v.c. 3.07				
42	Bergnings- och Dykeri- bolaget « Neptun » (J. Drakenberg)	.	Comp. (12.91)	2	66 - 122 26 - 48	76 30	160 700	Motala Engs Works Motala 1885	.....	.	2 C	3.40 11-2	2.82 9-3	4	6.78 73	186 2000	5.27 75	Lindholmens Engine Works Göteborg 1885	Stkh. 91 v.c. 91				
43	John Holman & Sons Ltd	✠	Tr. Exp. (3.02)	3	66 - 107 - 172 26 - 42 - 68 P.S. n.6.03	107 42	350 1600 69	Wm Doxford & Sons Ltd Sunderland 1895	.....	✠	2 CD	3.66 12-0	4.88 16-0	8	12 132	474 5109	11.2 160 6.3-90	Wm Doxford & Sons Ltd Sunderland 1895	Card. 03 v.c. 02				
44	The Horsley Line (Ltd) (M. H. Horsley)	✠	Tr. Exp. (1.07)	3	55 - 91.4 - 150 21.5 - 36 - 59 P.S. n.07; v.6.07	99 39	200 1100 66	Wm Doxford & Sons Sunderland 1894	N.C. 6.07	✠	2 C	4.42 14-6	3.20 10-6	4	11.28 121	369 3972	11.2 160	Wm Doxford & Sons Sunderland 1894	N.C. 2.07 v.c. 2.07				
45	Det Forenede Damp- skibs-Selskab	✠	Tr. Exp. (6.05)	3	30 - 50 - 84 12 - 20 - 33 P.S. 8.07	53 21	60 380 140	Burmeister & Wain Copenhagen 1901	Cph.8.07	✠	1 C	3.50 11-6	3.05 10-0	3	3.44 37	114 1226	12.3 175 7-100	Burmeister & Wain Copenhagen 1901	Cph.8.07 v.c. 6.05 P.C. 8.07				
46	Rotterdamsche Lloyd (W. Ruys & Zonen)	.	Triple (5.06)	3	58 - 93 - 157 23-36.5-52	99 39	1100 65	Central Marine Engine Works W.-Hartlepool 1903	Rd. 5.06	.	2 C	4.35 14-3	3.05 10-0	6	10.23 110	335 3600	11.2 160 6.3-90	Central Marine Engine Works W.-Hartlepool 1903	Rd. 5.06 P.C. 5.06 v.c. 5.06				
47	Messageries fluviales de Cochinchine	✠	Comp. (11.95)	2	20-34 7 - 13	21 8	17 08 320	Faivre aîné & fils Nantes 1895	.....	✠	1 C	1.25 4-1	1.40 4-7	1	1.95 21	24.56 264	6.5 92	A. Dubigeon Chantenay 1895	Mrs. 95				
48	J. Hoult	.	Tr. Exp. (11.04)	3	56 - 89 - 150 22 35 59 P.S. n.10.04	99 39	219 698 68	T. Richardson & Sons W.-Hartlepool 1890	Queb. 04	.	2 C	4.11 13-6	2.74 9-0	6	8.37 90	310 3330	11.2 160 5-70	T. Richardson & Sons W.-Hartlepool 1890	Queb. 04 v.c. 04 P.C. 04				



BIN			SHIPS AND CAPTAINS			CLASSIFICATION			RIG		TONNAGE		FLAG		BUILDERS		MATERIALS		LENGTH		BREADTH		DEPTH		FREE BOARD		PORT		LAST																					
SPECIAL SURVEY			DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND														PROPELLER								SUMMER		WINTER		OF		SURVEY																			
			DATE OF TERM														WATERTIGHT COMPARTMENTS				IN METERS				W.N.A.		REGISTRY																							
																	ERECTIONS ON DECK				IN FEET & INCHES				in inches																									
1			2			4			5			6			7			8			9			10			11			12			13			14			15			16			17			18		
.	49	BENVENUTO ( <i>ex-San-Clemente</i> ), <i>Cipriani</i> . (2.07)	II	3/3,G	1.1.	Glt	759 467	Itl	75 V.07	Arsenale del Lloyd Trieste	F; <i>hél</i> ; 6 <i>comp</i> ; D. 15m00; R. 18m50; rp.03; car. 2.07.	62.30 204-5	8.30 27-3	5.35 17-6	.....	Gènes	Gn. 2.07																																	
✠	50	BERGEN, . . . . (6.96)	II	—	—	R-G 3m 2 P	1378 869 963	Nrw	71 V.96	Burmeister & Wain Copenhagen	F; <i>hél</i> ; 5 <i>comp</i> ; R. 3m66; rp-car. 6.96.	70.70 232-0	9.25 30-6	7.62 2-50	.....	Bergen	Brg. 96																																	
.	51	BERGSLAGEN ( <i>ex-Rabenstein</i> ), <i>Fransen</i> . (2.07)	I P.R.	3/3,A A.&C.P.	1.1.	2 m	1511 1042 1173	Sds	99 V.07	Howaldtswerke Kiel	A; <i>hél</i> ; 5 <i>comp</i> ; <i>welldeck</i> ; $\frac{1}{2}$ D. 23m78; R. 34m22; G. 7m20; (WB. 335 t. C. R. 21 t.); car. 1.07.	74.40 244-1	10.72 35-2	5.56 18-3	.....	Stockholm	Sikh. 2.07																																	
✠	52	BERGSUND, <i>Hultgren</i> . (3.03)	III	—	—	Glt 1 P-B	888 663 693	Sds	70 V.03	E. G. Ohlman Bergsund	F; <i>hél</i> ; 5 <i>comp</i> ; D. 35m; G. 7m; p.n. 82; alg. 82; SS. 97; rp-car. 12.05.	61.5 202-0	8.8 29-0	4.96 1-63	.....	Stockholm	L.d. 12.05																																	
.	53	BERGVIK ( <i>ex-Regenstein</i> ), <i>Peterson</i> . (2.07)	I P.R.	3/3,A A.&C.P.	1.1.	2 m	1504 1039 1109	Sds	99 V.07	Howaldtswerke Kiel	A; <i>hél</i> ; 5 <i>comp</i> ; <i>welldeck</i> ; $\frac{1}{2}$ D. 23m78; R. 34m22; G. 7m20; (WB. 335 t. C. R. 21 t.); car. 1.07.	74.40 244-1	10.72 35-2	5.56 18-3	.....	Stockholm	Sikh. 2.07																																	
✠	54	BERLIN, . . . . (12.93)	I	—	—	Glt 1 P-B	985 592 739	Alm	81 V.93	Compagnie Vulcan Stettin	F; <i>hél</i> ; 6 <i>comp</i> ; D. 24m25; (WT. 260 t; C.A. 20 t; C.R. 25 t.); 1 p. F; rp-car. 4.97.	66.24 217-4	8.78 28-4	4.27 13-9	.....	Stettin	Stt. 97																																	
✠	55	BERNARD, <i>Declercq</i> . (6.04) <i>Chalutier</i> .	I	3/3,P	1.1.	2 m	140 49	Blg	00 V.04	Ateliers, Forges & Aciéries Bruges	A; <i>hél</i> ; 5 <i>comp</i> ; (WB. 80 t.); car. 6.04	32.50 106-8	6.40 21-0	3.50 11-6	.....	Ostende	Av. 04																																	
✠	56	BESOEKI, <i>Boon</i> . (8.05) <i>ELECTR.</i>	I	3/3,L A.&C.P.	1.1.	Glt 3 P-S	3778 2435 3578	P-B	01 V.05	Blohm & Voss Hamburg	A; <i>hél</i> ; 7 <i>comp</i> ; <i>spard</i> ; R. 25m90; G. 12m80; (WB. cell. 658 t.); 1 $\frac{1}{2}$ p. A; rp-car. 3.07.	105.50 346-2	13.56 44-6	7.02 23-0	87 $\frac{1}{2}$ 92	Rotterdam	Rd. 3.07																																	
✠	57	BIDASSOA, <i>Hargouet</i> . (9.06)	I	3/3,G A.&C.P.	1.1.	Glt	558 325 513	Frç	01 V.06	Lobnitz & Co Ld Renfrew	A; <i>hél</i> ; 5 <i>comp</i> ; R. 12m30; G. 6m40; (WB. cell. 129 t.; C. R. 7 t.); 1 p. A; rp.02; car. 9.06.	51.69 169-9	8.21 27-0	4.28 11-0	24 25 $\frac{1}{2}$ 27 $\frac{1}{2}$	Le Havre	Av. 9.06																																	
.	58	BINGER ( <i>ex-Ranée</i> ), <i>Papera</i> . (12.05)	I	3/3,A	1.1.	Glt	336 151 261	Frç	80 V.05	Grangemouth Dobson	F; <i>hél</i> ; 5 <i>comp</i> ; D. $\frac{1}{2}$ 7m46; R. 17m54; G. 4m77; (WB. 60 t.); grp-car. 12.05.	41.36 135-9	6.90 22-8	3.02 9-11	.....	Bordeaux	Alx. 12.05																																	
.	59	BINGER, . . . . (5.00)	III	—	—	...	---	Frç	00	Claparede frères Argenteuil	A; <i>hél</i> ; 2 <i>comp</i> .	22.00 72-2	4.00 13-1	0.95 3-1	.....	.....	Paris 00																																	
✠	60	BINH-THUAN, <i>Langlois</i> . <i>ELECTR.</i> (1.06)	I	3/3,L A.&C.P.	1.1.	2 m 2 P	1726 984 1536	Frç	02 V.06	N. Odero & Co Gènes	A; <i>hél</i> ; 5 <i>comp</i> ; D. 17m; R. 16m; G. 7m48; (WB. 298 t.; C. R. 18 t.); grp.06; rp-car. 4.07.	76.00 249-4	10.61 34-10	5.97 17-7	63 $\frac{1}{2}$ 65 $\frac{1}{2}$ 67 $\frac{1}{2}$	Saïgon	H-K. 4.07																																	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS						LAST SURVEY																			
19	20		21	DESCRIPTION	DATE OF CERTIFICATE	23	CYLINDERS			25	26	BUILDERS	LAST SURVEY	31	SHELL		Furnaces		33	MAKERS	LAST SURVEY														
							24	25							26		27	28				29	30	32	33										
																										DIAMETERS	STROKE	Horse power nominal	PORT AND DATE of CONSTRUCTION	Diameter	Length	NUMBER	grate surface	PRESSURE	MAKERS
49	Angelo Parodi fu Bmeo.	•	Comp. (2.07)	2	51 - 91 20 - 35 PS. 2.07	84	33	280 65	Lloyd Austriaco Trieste 1875	En. 2.07	•	1 C	3.66 12-0	3.05 10-0	2	3.30 36	117 1258	5.3 76	Lloyd Austriaco Trieste 1887	En. 2.07 P.C. 2.07 v.c. 2.07															
50	J. Christensen	✝	Tr. Exp. (6.96)	3	48 - 71 - 117 17 - 28 - 46	84	33	540 70	W. Allan & Co Sunderland 1891	.....	✝	2 C	3.05 10-0	2.89 9-6	4	5.11 55	153 1650	11.2 160	W. Allan & Co Sunderland 1891	Brg. 96 v.c. 96															
51	Rederi Aktiebolaget « Sverige » (P. Tham)	•	Triple (2.07)	3	44 - 70 - 109 17.5 - 27.5 - 43 PS. 1.07	70	27.5	550 85	Howaldtswerke Kiel 1899	Stkh. 2.07	•	2 C	3.40 11-2	3.17 10-5	4	6.04 65	227 2445	12 170	Howaldtswerke Kiel 1899	Stkh. 2.07 v.c. 2.07															
52	Stockholms Ångfartygs Rederi Aktiebolag. (S. E. Ternström)	•	Comp. (3.03)	2	63 - 109 24.7 - 43 PS. 12.05	65	25.4	320 85	Bergsund's Mek. At. Stockholm 1882	Ld. 12.05	•	1 C	3.47 11-5	3.13 10-3	3	4.46 48		4.92 70 3.5-50	Bergsund's Mek. At. Stockholm 1882	Stkh. 04 v.c. 03 P.C. 04															
53	Rederi Aktiebolaget « Sverige » (P. Tham)	•	Triple (2.07)	2	44 - 70 - 109 17.5 - 27.5 - 43 PS. 1.07	70	27.5	550 85	Howaldtswerke Kiel 1899	Stkh. 2.07	•	2 C	3.40 11-2	3.17 10-5	4	6.04 65	227 2445	12 170	Howaldtswerke Kiel 1899	Stkh. 2.07 v.c. 2.07															
54	Neue Dampfer- Compagnie	✝	Comp. (12.93)	2	65 - 120 25.4 - 47.2	75	29.5	450 78	Compagnie Vulcan Stettin 1881	.....	✝	2 C	2.68 8-8	3.07 10-1	4	4.79 51.6		6 85	Compagnie Vulcan Stettin 1881	Stt. 97 v.c. 93															
55	Société des Pêcheries à Vapeur	•	Tr. Exp. (6.04)	3	29 - 48 - 78 11 - 19 - 31 PS.n. 6.04	55	22	400 132	Société anon. Mar- cinelle & Couillet Couillet 1900	Av. 04	✝	1 C	3.27 10-9	3.00 9-10	2	2.70 30	100 1075	12 171	A. F. Smulders Grâce-Berleur 1900	Av. 04 v.c. 04															
56	Rotterdamsche Lloyd (W. Ruijs & Zonen)	✝	Tr. Exp. (8.05)	3	59 - 95 - 160 23 37 62 PS. 8.07	107	42	1600 76	Blohm & Voss Hamburg 1901	Rd. 8.07	✝	2 C	4.50 14-9	3.76 12-4	6	10.22 110	419 4508	13 185 13-185	Blohm & Voss Hamburg 1901	Rd. 3.07 P.C. 3.07 v.c. 8.05															
57	Worms & Co	✝	Comp. (9.06)	2	38 - 89 15 - 35 PS.n. 9.06	61	24	400 116	Lobnitz & Co Ltd Renfrew 1901	Av. 9.06	✝	1 C	3.58 11-9	2.82 9-3	2	3.71 40	98 1052	10.5 150 7-100	Lobnitz & Co Ltd Renfrew 1901	Av. 9.06 v.c. 9.06															
58	Cie de l'Afrique Orientale (Paris)	•	Comp. (12.05)	2	45 - 82 17.7 - 32.3 PS. 12.05	61	24	220 80	Dunsmuir & Jack- son Glasgow 1880	Aix. 05	•	1 C	3.10 10-2	2.77 9-1	2	2.75 30	82.40 887		..... 1893	Aix. 12.05 P.C. 12.05 v.c. 12.05															
59	Société du Kouang o Ri- ve Droite (Paris)	•	Comp. (5.00)	2				60 300	Claparède frères Argenteuil 1900	.....	•	1 C type Bigot							Claparède frères Argenteuil 1900	Paris 00															
60	Cie Française de cabo- tago des Mers de Chine	✝	Tr. Exp. (1.06)	3	46 - 74 - 120 19 - 29 - 47 PS.n. 03, v. 4.07	90	35.5	1190 98	N. Odero & Co Gênes 1902	H-K. 4.07	✝	1 C	3.50 11-0	2.93 9-8	2	8.50 91	253 2720	12.6 180 7-100	N. Odero & Co Gênes 1902	Stkh. 1.06 P.C. 1.06 v.c. 1.06															

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATERIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGUEUR EN MÈTRES EN PIEDS & POUCES	CHEUX EN MÈTRES EN PIEDS & POUCES	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					T.	R.										
	DATE DU TERME																
	1	2	3			4	5										
✠	61	BIRGER-JARL, de Klinte- ELECTR. berg. (3.06)	II P. R.	3/3, G A. & C. P.	1.1.	Glt 2 P-H	615 401	Sds	93 V.06	Lindbergs Mek. Verkstads Stockholm	A; hél: 6 comp; avoningdeck; R. 13m71; (WB. E. & B. 45 t.; C. R. 10 t.); 3 p. F; rp.06; car.3.07.	57.60 189-0	8.60 28-3	4.04 13-3	.....	Stockholm	Stkh. 3.07
✠	62	BITHYNIE (ex-Cachemire), ..... (9.03)	I	3/3, L A. & C. P.	1.1.	Glt 2 P-B-S	3358 2162 3146	....	84 V.04	Forges & Chantiers La Seyne	A-F; hél: 6 comp; spard; D. 11m04; R. R. 29m28; R. 4m60; G. 13m54; (WT., cale R. 425 t.); grp. 00; car. 11.05.	105.1 345-0	12.5 41-0	8.86 29-0	.....	.....	Mrs. 11.05
✠	63	BIZERTIN, Lukkien. Remorqueur. (9.03)	I	3/3, P	1.1.	1 m	131 16	Arg	03	Wwe C. Boele & Zonen Slikkerveer	A; hél: 5 comp; rp. 03.	28.50 93-6	6.00 19-8	3.40 11-2	.....	Rosario	PIm. 03
✠	64	BJÖRN (ex-Jemtland),..... (12.98)	16-4	—	—	Glt 1 P-B	528 318 411	Nrw	72 0.99	W. Häglund Sundswall	P-C. ch. frg; hél; sfb; D. 12m20; R. 12m80; car. SS. 8.96; rp.99.	50.19 164-8	8.33 27-4	4.37 14-4	.....	Christiansand	Chrt. 00 c.v. 99
✠	65	BLAKE, Hunter. (5.06) Turret. 92-06	I	3/3, L A. & C. P.	1.1.	2 m	3740 2396 3157	Ang	06	W. Duxford & Sons Ld Sunderland	A; hél; 7 comp; D. 6m44; G. 10m78; (WB. cell. 829 t.; C. R. 59 t.).	104.27 342-1	14.20 46-7	7.57 24-10	150 154 1/2	London	B-A.9.06
✠	66	BLAKEMOOR, Lascelles. Turret. 01-06 (2.06)	I	3/3, L A. & C. P.	1.1.	2 m 1 P-B	3748 2409 3142	Ang	02 V.06	W. Duxford & Sons (Ld) Sunderland	A; hél; 7 comp; G. 10m97; (WB. cell. 763 t.; C. R. 30 t.); rp.06; car.1.07.	104.34 342-4	14.20 46-7	7.52 24-8	151 155 1/2	London	Card. 1.07
✠	67	BLANC-NEZ, Libert. (1.03) ELECTR. — - 03 Chalutier.	I	3/3, P A. & C. P.	1.1.	2 m	247 100	Frq	03	Bonn & Mees Rotterdam	A; hél; 4 comp; rp-car. 7.03.	40.74 133-9	6.60 2-18	3.56 11-8	.....	Boulogne s/Mer	Rd. 03
✠	68	BLANCHE, Nilsson. (4.06) ELECTR.	III	3/3, G A. & C. P.	1.1.	Glt	407 274 302	Sds	91 V.06	Motala Works Oscarshamp	A; hél; 5 comp; cellid; 1/2 D. 13m70; R. 11m; G. 5m30; (WB. E. B. 70 t.; C. R. 36 t.; C. A. 5 t.); p. P; rp-car.4.07.	40.40 132-5	7.10 23-5	3.90 12-10	.....	Göteborg	Got.4.07
✠	69	BLANKENESE, Roth. Trawler. 93-07 (8.04)	I P. R.	3/3, G A. & C. P.	1.1.	Glt	169 29 156	Alm	96 V.04	Act.-Ges. « Neptun » Rostock	A; hél; 5 comp; R. 11m09; (WB. A. 7 t.); p. P; rp.07; car. 4.07.	33.64 110-0	6.40 20-11	3.70 12-1	.....	Blankenese	Hog 4.07
✠	70	BLEAMOOR, Prest. Turret. (10.07)	I	3/3, L A. & C. P.	1.1.	2 m	3745 2403 3147	Ang	02 V.07	Wm Duxford & Sons Ld Sunderland	A; hél; 7 comp; G. 10m97; (WB. cell. 763 t.; C. R. 30 t.); rp-car. 10.07.	104.34 342-4	14.20 46-7	7.57 24-10	151 155 1/2	London	N-C. 10.07
•	71	BLENDIA, Gunderesen. (1.06)	III	3/3, P	1.1.	Glt	228 129 165	Nrw	75 III-06	Göteborg	F; 2 hél; 4 comp; 1/2 D. 14m36; R. 15m45; G. 11m90; grp. 06; car. 6.07; rp.06.	41.45 136-0	6.30 20-8	2.92 9-7	.....	Mandal	Chrt. 6.07
✠	72	BLÖTBERG, de Jonge. ELECTR. 01-07 (3.07) Turret.	I	3/3, L A. & C. P.	1.1.	10 m	4800 3073 3641	P. B	07	W. Duxford & Sons Ld Sunderland	A; hél; 10 comp; D. 20m53; G. 11m47; (WB. cell. 1259 t.; cales 1284 t.; C. R. 23 t.; C. A. 81 t.).	120.21 394-5	15.72 51-7	7.27 23-10	144 148 1/2	Rotterdam	N-C. 3.07

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SUIVILLANCE SPECIALE	MACHINES										CHAUDIERES										DATE DE VISITE DES CHAUDIERES											
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Forcetudi, de Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SUIVILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Caud. prime Caud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION															
						DIAMÈTRES								Diamet. Long.		NOMBRE																		
						EN CENTIMÈTRES EN POUCES								EN MÈTRES EN PIEDS ET POUCES		sur deguille en mè. carr. en pieds carr.																		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41												
61	Angfartygs Aktiebolaget « Södra Sverige » (J. Settervall)	✠	Tr. Exp. (3.00)	3	47-75-124	74	180	W. Lindbergs Werkstad Stockholm 1893	Stkh. 3.06	✠	2 C	3.28 10-9	3.02 9-11	4 74	6.87 2211	205 5.6-80	11.9 170	W. Lindbergs Werkstad Stockholm 1893	Stkh. 3.06 P.C. 3.06 v.c. 3.06															
62	.....	✠	Comp. (9.03)	2	100-185	108	450	Forges & Chantiers Marseille 1884	Mrs. 04	✠	4 C	3.85 12-7	3.00 9-10	12 238	22.08 5	71	Forges & Chantiers Marseille 1884	Mrs. 10.05 v.c. 04																
63	H. Hersent & fils	✠	Tr. Exp. (9.03)	3	30-48-80	46		Alblasserdamsche Machine Fabriek Alblasserdam 1903	.....	✠	1 C	3.65 12-0	3.30 10-10	2 40	3.67 1505	140 171	Alblasserdamsche Machine Fabriek Alblasserdam 1903	Rd. 03																
64	Aktieselskabet « Björn » (F. Reinhardt & Co)	✠	Comp. (2.99)	2	46-94	70	60	Kockums Mek. Verkstad Malmö 1872	.....	✠	1 C	3.84 12-7	2.97 9-9	2 45	4.19 60	4.22 60	Kockums Mek. Verkstad Malmö 1882	Chrt. 99 v.c. 99																
65	Blake Steamship Co Ld (A. & W. Pickard & Co)	✠	Triple (5.06)	3	66-107-173	107	313	W. Doxford & Sons (Ld) Sunderland 1906	N-C. 5.06	✠	2 C	4.80 15-9	3.35 11-0	6 109	10.12 4906	455 160	W. Doxford & Sons Ld Sunderland 1906	N-C. 5.06																
66	Moor Line Ld W. Runciman & Co (New- castle on/Tyne)	✠	Tr. Exp. (2.06)	3	66-107-173	107	307	W. Doxford & Sons Ld Sunderland 1901	Card. 1.07	✠	2 C	4.72 15-6	3.35 11-0	6 99	9.20 4737	440 160	W. Doxford & Sons Ld Sunderland 1901	N-C. 2.06 P.C. 2.06 v.c. 2.06																
67	L. Bouclet & Co	✠	Tr. Exp. (1.03)	2	33-55-89	61		Alblasserdamsche Machine Fabriek Alblasserdam 1903	.....	✠	1 C	3.76 12-4	3.05 10-0	2 38	3.53 1315	112 1315	Alblasserdamsche Machine Fabriek Alblasserdam 1903	Rd. 03																
68	Angfartygs Aktiebolaget « Falken » (G.E. Falck)	✠	Tr. Exp. (4.06)	3	28-46-73.5	49.4	50	Motala Mek. Verk- stad Oscarshamn 1891	Got. 4.06	✠	1 C	2.63 8-6	2.68 8-8	2 20	1.91 160	11.2 6-86	Motala Mek. Verk- stad Oscarshamn 1891	Got. 4.07 P.C. 4.06 v.c. 4.06																
69	Johann Cohrs (& Altona)	✠	Comp. (8.04)	2	45-85	56		Act.-Ges. « Neptun » Rostock 1896	Hbg 5.06	✠	1 C	3.40 11-2	2.75 9-0	2 29.5	2.74 1169	108 114	Act.-Ges. « Neptun » Rostock 1896	Hbg 04 v.c. 04																
70	Moor Line Ld (W. Runciman & Co) (Newcastle-on/Tyne)	✠	Tr. Exp. (10.07)	2	66-107-173	107	313	Wm Doxford & Sons Ld Sunderland 1902	N-C. 10.07	✠	2 C	4.80 15-9	3.35 11-0	6 103	9.60 4906	456 168	Wm Doxford & Sons Ld Sunderland 1902	N-C. 10.07 P.C. 10.07 v.c. 10.07																
71	Fredriksen & Co	✠	2 Comp. (1.00)	4	30-66	44	58	Göteborgs Mek. Verkst. Göteborg 1875	Chrt. 6.07	✠	1 C	3.00 9-10	3.05 10-0	3 24	2.23 845	78.50 75	..... Göteborg 1891	Chrt. 6.07 v.c. 1.06																
72	W. H. Muller & Co	✠	Triple (3.07)	3	60-103-170	107	380	W. Doxford & Sons Ld Sunderland 1907	N-C. 3.07	✠	3 C	3.89 12-9	3.50 11-0	6 122	11.30 5469	508 180	W. Doxford & Sons Ld Sunderland 1907	N-C. 3.07																



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE	FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS	LENGTH	BREADTH	DEPTH	FREE BOARD (SUMMER WINTER W.N.A.) in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND	T.	PROPELLER														
	DATE OF TERM	R.	WATERTIGHT COMPARTMENTS ERECTIONS ON DECK														
		U.	WATERBALLAST, DECKS REPAIRS														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
•	73	BOCOGNANO, <i>Orsini</i> . (12.05)	I	3/3,M	1.1.	Glt 2 P	845 411	Frç	84 V.05	Claparède Rouen	A-F; <i>hél</i> ; 5 comp; R. R. 2m; R. 21m30; G. 6m41; rp.05; car.7.07.	66.00 216-6	8.50 27-11	5.80 19-0	.....	Marseille	Mrs. 7.07
✝	74	BOGATYR, <i>Nielson</i> . (6.06)	I P.R.	3/3,G	1.1.	2 m	1360 845	Dan	06	Howaldtswerke Kiel	A; <i>hél</i> ; 5 comp; ½ D. 24m40; R. 18m; G.9m15; (WB. cell 392 t; C.R. 23 t; C. A. 35 t.); rp.06.	70.10 230-0	10.97 36-0	5.11 16-9	19 21½ 24	Copenhagen	Hbg 11.06
✝	75	BOGOR, <i>Harken</i> . (3.07) ELECTR.	I	3/3,L	1.1.	Glt 3 P-S	3621 2306 3425	P-B	98 V.07	Blohm & Voss Hamburg	A; <i>hél</i> ; 7 comp; spard; R. 20m73; G. 12m80; (WB. cell. 627 t.); 1 p. A; car. 3.07.	100.96 331-3	13.66 44-10	8.68 28-6	88 ½ 93	Rotterdam	Rd. 3.07
✝	76	BOLIVIA (ex-Barmen), ELECTR. .... (5.93)	I P.R.	—	—	Glt 2 P	2646 1704 2104	Alm	89 V.93	Sir W.G.Armstrong, Mitchell & Co Low-Walker	A-F; <i>hél</i> ; 6 comp; <i>weild</i> ; D. 60m35; G. 12m50; (WB. cell. 500 t; C. A. 16 t; C. R. 10 t.); 2 p. A; car.5.93.	94.16 309-11	11.48 37-8	7.12 23-5	.....	Hamburg	Hbg 93
✝	77	BOLIVIA, <i>Lee</i> . (7.06) ELECTR. — -06	I	3/3,P	1.1.	Glt	730 387 615	Arg	06	Bow, Mc Lachlan & Co Ld Paisley	A; 2 <i>hél</i> ; 5 comp; G.6m70; (WB. C.R. 28 t.; C. A. 51 t.); 1 P. A.	64.36 211-2	10.38 34-1	3.33 10-11	26 27 29	Buenos-Ayres	Glsg. 7.06
✝	78	BONITA, <i>Nopander</i> . (9.96)	13-6	—	—	Glt 2 P	521 388 488	Amr	81 0.97	Dickie Bros San-Francisco	P-C.ch.ev-m-frg. (sal); <i>hél</i> ; 4 comp; R; p. P; grp-car. SS. 3.97.	52.4 172-0	8.3 27-3	4.93 16-2	.....	San-Francisco	S-F. 97
•	79	BORDEAUX (ex-Francisco), <i>Poiet</i> . (9.06) 94 - 07	I	3/3,L	1.1.	2 m 2 P-B-H	4530 2882 4288	Frç	91 V.03	Stephenson & Co Newcastle o/T.	A; <i>hél</i> ; 8 comp; <i>awningd</i> ; <i>weild</i> ; D. 72m10; R. 15m30; G. 14m10; (WB. cell. 680 t; C. A. 77 t; C. R. 61 t.); 2 p. F; rp.03; car. 5.07.	113.00 370-9	14.21 46-8	8.43 27-8	.....	Le Havre	Hv. 5.07
✝	80	BORGNIS-DESBORDES, ..... (8.05)	I	3/3,P	1.1.	Chl	232 167 173	Frç	93 V.05	Scott & Co Greenock	A; <i>aub</i> ; 5 comp; R. A. 4m57; R. M. 1m98; R. R. 10m21; p. P; car.6.07; rp.07.	44.34 145-6	6.76 22-2	2.13 7-0	.....	Bordeaux	Sng.7.07
✝	81	BORNHOLM, <i>Abraham- sen</i> . (5.06) 89 - 05	I	3/3,G	1.1.	Glt 2 P-S	840 517 524	Dan	83 V.06	Gebr. Howaldt Kiel	F; <i>hél</i> ; 5 comp; spard; (WB. E. & B. 35 t; WT. cale R. 35 t.); 1 p. F; rp- car.5.06.	61.8 203-0	7.9 26-0	6.20 4.20 20-4 13-9	.....	Copenhagen	Kiel 5.06
✝	82	BORNHOLM, <i>Pihl</i> . (5.03) ELECTR.	I	3/3,P	1.1.	Glt	456 207 248	Dan	99 V.03	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 5 comp; part- <i>awningd</i> . (WB. E.14t.; C. R.15 t.); p. A; rp.03; car. 4.07.	47.47 155-9	8.16 26-9	3.42 11-3	.....	Rönne	Cph.4.07
✝	83	BORONGAN, <i>Monasterio</i> . ELECTR. 93 — (9.01)	III	3/3,P	1.1.	2 m 1 P-B	368 185 282	Amr	01 V.04	Lohnitz & Co Ld Renfrew	A; 2 <i>hél</i> ; 5 comp; R. 7m30; G. 7m60; p. PP.rp-car.9.04	45.77 150-2	7.93 26-0	3.05 9-7	.....	Manille	Mnl. 04
✝	84	BORROWDALE, <i>Lavender</i> (10.03)	I	3/3,G	1.1	Glt	1093 682 805	Ang	91 V.03	James Laing Sunderland	A-F; <i>hél</i> ; 5 comp; <i>weild</i> ; ½ D.26m82; R.13m71; G.6m86; (WB.cell.200 t; C. A. 30 t; C. R. 40 t.); 1 p. F; rp-car. 2.06.	65.97 216-5	9.50 31-2	4.57 15-0	15 17 20	Sunderland	N-C.2.06

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY
		DESCRIPTION DATE OF CERTIFICATE	CYLINDERS			BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION							
			NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches				Diamet.	Length	NUMBER		grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main boiler, Donkey boiler.					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
73 Compagnie Marseillaise de Navigation à va- pour (Fraissinet & Co)	•	Comp. (12.05)	2	85 - 150 33.5 - 59 PS.12.05	90 35.4	300 1200 96	Claparède & Cie St-Denis(Seine)1884	Mrs. 04	•	2 C	4.12 13-6	3.50 11-6	6 13.86 149	366 3935	6.40 91 6.5-93	Ateliers Fraissinet Marsaille 1897	Mrs.7.06 p.c.05 v.c.05			
74 Dampskibs-Selskabet « Gefion » (Holm & Wonsild)	✚	Triple (6.06)	3	42 - 68 - 107 16.5-27-42	75 29.5	600 90	Howaldtswerke Kiel 1906	Kiel 6.06	✚	2 C	3.35 11-0	3.03 9-11	4 6.72 72	223 2377	12.5 178	Ottensener Eisen- werk Altona 1906	Kiel 6.06			
75 Rotterdamsche Lloyd (W. Ruys & Zonen)	✚	Tr. Exp. (3.07)	3	58 - 94 - 160 23-37-63 PS.n.02; v.3.07	107 42	1600 68	Blohm & Voss Hamburg 1898	Rd. 3.07	✚	2 C	4.60 15-1	3.59 11-9	6 13.93 150	456 4906	12.5 178	Blohm & Voss Hamburg 1898	Rd. 3.07 v.c.3.07			
76 Hamburg-Amerik. Packett. Act. Ges.	✚	Tr. Exp. (5.93)	3	58 - 96 - 155 23-38-61	99 39	320 1300 85	Wallsend Slipway & Engineering Co Newcastle o/T.1889	.....	✚	2 C	4.36 14-9	3.20 10-6	6 11.20 121	462 4973	11.6 165 12.5-178	Blohm & Voss Hamburg 1892	Hbg 93 v.c.93			
77 N. Mihanovich & Co	✚	2 Triple (7.06)	6	28 - 46 - 76 11 - 18 - 30	56 22	90 720 200	Bow, Mc Lachlan & Co (Ld) Paisley 1906	Glsg. 7.06	✚	2 C	3.50 11-6	3.05 10-0	4 7.80 84	234 2516	13 185	Bow, Mc Lachlan & Co (Ld) Paisley 1906	Glsg. 7.06			
78 Pacific Coast Steamship Co	•	Comp. (3.97)	2	46 - 86 18 - 34	71 28	300	Risdon Iron Works San-Francisco 1881	.....	•	1 C	3.44 11-4	3.05 10-0	2 3.90 42	5.62 80	Risdon Iron Works San-Francisco 1881	S-F. 97 v.c.97				
79 Compagnie Générale Transatlantique (à Paris)	•	Tr. Exp. (9.06)	3	80 - 130 - 208 31 - 51 - 82 PS. 9.06	137 54	2250 65	Stephenson & Co Newcastle o/T.1891	Hv. 5.07	✚	3 CD	4.10 13-6	5.00 16-5	18 27.45 295	776 8344	13.5 193 6.5-93	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1902	Hv. 5.07 v.c.9.06			
80 Deves, Chaumet & Co	✚	Comp. Diag. (6.05)	2	46 - 97 18 - 38	107 42	70 400	Greenock Foundry Greenock 1893	Sng.7.07	✚	2 C	2.82 9-8	2.44 8 0	4 5.11 55	121 1304	7 100	Greenock Foundry Greenock 1893	Sng.7.07 v.c.6.05			
81 Dampskibs-Selskabet « Bornholm » (D. Torm)	•	Comp. (5.06)	2	63.5 - 102 25 - 40 PS.n.5.06	68.5 27	85 320 82	Gebr. Howaldt Kiel 1883	Kiel 5.06	✚	2 C	2.36 7-8	2.88 9-5	2 3.84 41	114.60 1225	5.62 80	Howaldtwerke Kiel 1901	Kiel 5.06 v.c.5.06			
82 Dampskibs-Selskabet paa Bornholm of 1866	✚	Tr. Exp. (5.03)	3	28 - 63.5 - 102 15 - 25 - 40 PS.3.06	61 24	117 735 150	Burmeister & Wain Copenhagen 1899	Cph.3.06	✚	1 C	4.57 15-0	3.20 10-6	3 5.43 58.5	211 2275	12 170	Burmeister & Wain Copenhagen 1899	Cph.4.07 p.c.3.06 v.c.03			
83 Compania General de Tabacos de Filipinas	✚	2 Comp. (9.04)	4	27 - 56 10.5 - 22 PS. 9.04	46 18	48 350 178	Lobnitz & Co Ld Renfrew 1901	Mnl. 04	✚	1 C	3.58 11-0	2.60 8 6	2 3.41 37	90 970	6.3 90 7.7-110	Lobnitz & Co Ld Renfrew 1901	Mnl. 04 v.c.04 p.c.04			
84 Philip H. Laing	✚	Tr. Exp. (10.03)	3	44 - 74 - 119 17.5 - 29 - 47 PS.2.06	84 33	99 600	W. Allan & Co Sunderland 1891	N-C.2.06	✚	1 C	4.73 15-6	3.05 10-0	3 5.39 58	198 2137	11.25 160 5.6-80	John Dickinson & Sons Sunderland 1903	N-C. 03 v.c.03			

SURVEILLANCE SPECIALÉ		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉMENT	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATERIAUX PROPULSEUR		LONGUEUR	LARGEUR	CIREUX	FRANC JORD ETE HIVER H.A.N.	PORT	LIEU ou DATE de la DERNIERE VISITE			
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						NOMBRE DE PONTS	T.	R.	U.	PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS		EN MÈTRES			EN PIEDS & POUCES		en pouces		D'ARMEMENT	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
✠	85	BOSCIA, Skorgaard. (10.06)	I	3/3,L	1.1.	2 m	2624 1666 2492	Dan	06		Helsingors Jern- skibsbysggeri Elseneur	A; hél; 5 comp; awningdeck; (WB. cell.587 t; c.R.59 t; c.A.25 t);2 P.A.	85.89 281-8	13.10 43-0	7.59 24-11	81 84½ 86½	Copenhague	Cph. 10.06					
✠	86	BOTH, Harthoorn. (4.03) ELECTR.	I	3/3,G	1.1.	Glt 3 P-A	1331 827 1292	P-B	90	V.03	Maatschappij de Schelde Flessingue	F; hél; 6 comp; shaded; p.T; car.4.06.	76.20 250-0	10.30 33-10	5.18 17-0	.....	Batavia	Btv. 4.06					
✠	87	BOTNIA, Koefoed. ELECTR. (3.04)	I	3/3,G	1.1.	Glt 2 P-H	1206 750 809	Dan	91	V.04	Lobnitz & Co Renfrew	A; hél; 6 comp; awningd.; R. A. 5m70; R. R. 9m14; (WT. M. 200 t; WB. R. 30t; C. A. 15 t; C. R. 15 t.); p. PP; alg. 04; car. 6.07; rp. 07.	73.52 241-3	9.47 31-1	4.65 15-3	.....	Copenhague	Cph. 6.07					
.	88	BOUCAU, Giquel. (2.05)	I	3/3,L	1.1.	Glt 1 P-B	1151 703 943	Frç	82	V.05	Palmer's Shipbui- ding Co Newcastle o/T	F; hél; 5 comp; D. 9m40, G. 8m34; R. 4m63; (WT. A. 150 t; R. 126 t; C. R. 17 t.); 1 p. F; rp. 2.05; car. 2.06.	72.72 238-7	9.95 32-8	4.99 16-4	24½ 20½ 29½	La Rochelle	Card. 2.06					
✠	89	BOULEDOGUE,.....(12.00) Remorqueur.	I	—	—	1 m	96 68	P-B	00		A. F. Smulders Slikkerveer	A; hél; 5 comp; 1p. A.	24.00 78-9	4.75 15-7	2.70 8-10	.....	Amsterdam	Rd. 00					
✠	90	BOULOGNE-I, Lefebvre. Drague. (8.95)	II	—	—	2 P	350 249	Frç	88	V.95	J. & K. Smit Kinderdijk	F; hél; 7 comp; (WT. C. A.); car. 7.95.	41.9 137-7	8.3 27-2	3.20 10-6	.....	Boulogne	Dk. 95					
.	91	BOULOGNE-III, Désaigne. Drague. (2.93)	I	—	—	2 P	367 270	Frç	91	V.93	J. & K. Smit Kinderdijk	F; hél; 9 comp; 1 p. F; grp. 93; car. 1.95.	47.20 154-11	9.00 29-6	3.40 11-2	.....	Boulogne	Dk. 95					
✠	92	BOURBON, ..... (9.93)	I	—	—	Glt 2 P	1585 997 1349	Frç	93		Chs Connell & Co Glasgow	A; hél; 5 comp; D. 10m51; R. 29m87; G. 10m36; (WB. 283 t.); 2 p. A. rp. car. 2.97.	82.59 271-0	10.70 35-2	5.97 19-7	.....	Saigon	Card. 97					
✠	93	BOURGAS, ..... (3.05)	I	3/3,R	1.1.	-	22 11 16	Bul	05		Danubius Budapest	A; hél; 4 comp.	13.50 44-4	3.20 10-6	1.77 5-10	.....	Bourgaz	Bdp. 3.05					
✠	94	BRABO, Jacobs. (5.05) Yacht.	I	3/3,Y	1.1.	Glt	125	Blg	96	V.05	Dessienens & Delsau Boom-lez-Anvers	A; hél; 5 comp; R. 4m50; 1 p. P. car. 5.05.	28.50 93-6	5.00 16-5	3.55 11-8	.....	Anvers	Av. 5.05					
✠	95	BRAC (ex-Brunsbüttel-II), Balduzpare. (9.02) 78-02	I	—	—	Glt	135 32	Aut	96	V.02	Hlowaldtswerke Kiel	A; hél; 4 comp; ½ D. 10m50; R. 10m; G. 4m50; (WB. 15 t.); p. P P; car. 9.02	33.53 110-0	6.02 19-9	3.05 10-0	.....	Spalato	Hbg 02					
✠	96	BRANDAN, Grol. (4.07)	II	3/3,P	1.1.	2 m	316 170 270	P-B	07		Wilton's Slipway Co Rotterdam	A; hél; 5 comp; (WB. 25 t.); 1 p. A.	46.33 152-0	7.93 26-0	2.90 9-6	.....	Batavia	Rd. 4.07					



ARMATEURS		SURVEILLANCE SPECIALÉ	MACHINES										CHAUDIÈRES														
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS		PRESION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES							
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	24							31	Long.	32	NOMBRE				sur dégrille en mèt. carr. en pieds carr.	33	34	35	36	37	38
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38								
85	Dampskibs-Selskabet « Dan » (P. L. Fisker)	✝	Triple (10.06)	3	51 - 81 - 135 20 - 32 - 53	91 36	192 860 78	Helsingörs Maskin- byggeri Elseneur 1906	Cph. 11.06	✝	2 C	3.96 13-0	3.08 10-1	4 72	6.68 3046	283 185 7-100	Helsingörs Maskin- byggeri Elseneur 1906	Cph. 10.04									
86	Koninklijke Paket- vaart Maatschappij	✝	Tr. Exp. (4.03)	3	51 - 79 - 130 20 - 31 - 51 PS. 4.06	107 42	200 1100 88	Maatschappij de Schelde Flessingue 1890	Btv. 4.06	✝	2 C	4.16 13-8	3.05 10-0	6 102	9.47 —	11.2 160	Maatschappij de Schelde Flessingue 1890	Btv. 4.06 v.c. 03 P.C. 2.05									
87	Det Forenede Damp- skibs-Selskab	✝	Tr. Exp. (3.04)	3	46 - 76 - 122 18 - 30 - 48 PS. 6.07	91.4 36	138 1050	Lobnitz & Co Renfrew 1891	Cph. 6.07	✝	2 C	4.03 13-3	3.05 10-0	6 108	10.03 2690	250 160	Lobnitz & Co Renfrew 1891	Cph. 6.07 v.c. 04 P.C. 6.07									
88	d'Orbigny, Faustin & Co	.	Comp. (2.05)	2	76 - 145 30 - 57 PS. 2.05	91.4 36	160 640 70	Palmer's Shipbg. Co Yarrow o/T 1882	Card. 7.05	.	1 C	4.65 15-3	3.28 10-9	3 70	6.55 2089	195 78 5.5-78	W. Doxford & Sons Ld Sunderland 1891	L-R. 2.05 v.c. 2.05 P.C. 2.05									
89	D. Goedkoop, Jr	✝	Comp. (12.00)	2	38 - 67 15 - 26	40 16	40 200 150	A. F. Smulders Rotterdam 1900	.....	✝	1 C	2.70 8-10	3.20 10-6	2 30	2.80 860	80 103	A. F. Smulders Rotterdam 1900	Rd. 00									
90	Administration des Ponts & Chaussées	✝	Comp. (8.95)	2	37 - 68.5 14.7 - 27	46 18	36 180	Diepeveen, Lels & Smit Kinderdijk 1888	.....	✝	1 C	2.69 8-10	3.15 10-4	2 32	2.97 800	74 90	Diepeveen, Lels & Smit Kinderdijk 1888	Dk. 95 v.c. 95									
91	Administration des Ponts & Chaussées	.	Comp. (2.93)	2	46 - 86 18 - 34	53 21	50 300 125	Diepeveen, Lels & Smit Kinderdijk 1893	.....	.	2 C	2.52 8-3	3.05 10-0	4 57	5.29 1060	98	Diepeveen, Lels & Smit Kinderdijk 1893	Rd. 93									
92	Yeng Seng	✝	Tr. Exp. (9.93)	3	51 - 84 - 137 20 - 33 - 54	107 42	220 1570	Dunsmuir & Jackson Glasgow 1893	.....	✝	1 CD	4.50 14-9	5.08 16-8	6 115	11.00 3791	353 175	Dunsmuir & Jackson Glasgow 1893	Gls. 93									
93	Chemins de fer Bulgares	✝	Comp. (3.05)	2	19 - 29 7.5 - 11	24 9.5	40 300	Danubius Budapest 1905	Bdp. 3.05	✝	1 C	1.60 5-3	1.87 6-2	1 8	0.74 215	20 121	Danubius Budapest 1905	Bdp. 3.05									
94	R. Osterrieth	✝	Tr. Exp. (5.05)	3	25 - 42 - 70 10 - 17 - 28 PS. n. 5.05	40 15	250 175	H. Longtin & C. Le Hardy de Beaulieu Jette-lez-Brux. 1896	Av. 5.05	✝	1 C	2.76 9-1	3.15 10-4	2 32	3.00 1022	95 142	P. Brouhon Liège 1896	Av. 5.05 v.c. 5.05									
95	Antonio Rismondo	✝	Tr. Exp. (9.02)	3	30 - 48 - 75 12 - 19 - 29.6 PS. 9.02	40 16	75 300 160	Howaldtswerke Kiel 1896	.....	✝	1 C	2.85 9 5	2.87 9 6	2 32	2.98 1033	96 178	Howaldtswerke Kiel 1896	Hbg. 02 v.c. 02									
96	Koninklijke Paketvaart Maatschappij	✝	Comp. (4.07)	2	30 - 60 12 - 24	46 18	200 170	Wilton's Engineer- ing Co Rotterdam 1907	Rd. 4.07	✝	1 C	3.10 10-2	2.64 8-8	2 29	2.70 890	83 105	Wilton's Engineer- ing & Co Rotterdam 1907	Rd. 4.07									



SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS — PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET 13	BREADTH IN FEET 14	DEPTH IN FEET 15	FREE BOARD SUMMER WINTER W.S.A. in inches 16	PORT OF REGISTRY	LAST SURVEY
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T. R. U.															
DATE OF TERM																					
1	2	3	4	5	6	7	8			9	10										
✠	97	BRASIL, <i>Finnis.</i> (8.06) ELECTR. -- 06	■	3/3, P	1.1.	2 m	750 387 614	Arg	06	Bow, Mc Lachlan & Co Ltd Paisley	A; 2 <i>hél</i> ; 5 <i>comp</i> ; G. 6m70; (W.B. C. R. 28 t; C. A. 51 t.); 1 p. A.	64.36 211-2	10.39 34-1	3.30 10-10	26 27 29	Buenos-Aires	Glsg. 8.06				
✠	98	BRAZIL, <i>Schade.</i> (11.95) ELECTR. Drague.	■	—	—	...	335	Brs	95	A. F. Smulders Slikkerveer	A; <i>hél</i> ; 10 <i>comp</i> ; 1 p. A.	43.10 141-5	7.50 24-8	3.20 10-6	.....	Santos	Rd. 95				
✠	99	BRECONIAN, <i>Jones.</i> Turret. 94-06 (2.06)	■	3/3, L	1.1.	2 m	4121 2577 3400	Ang	06	W. Doxford & Sons Ltd Sunderland	A; <i>hél</i> ; 7 <i>comp</i> ; D. 8m51, G. 12m45; (W.B. cell. 1021 t; C. R. 33 t.); 1 p. A.	106.68 350-0	15.60 51-2	7.32 24-6	135 1/2 140	Aberystwyth	N-C. 2.06				
.	100	BREDOW (ex-Director-Rischowsky, <i>Brasack.</i> 99-06 (4.07)	■	3/3, P	1.1.	Gl't	193 115	Alm	98 V.07	Kroll & Eulert Memel	A; <i>hél</i> ; 6 <i>comp</i> ; 1/2 D. 6m; R. 5m; 1/2 G. 6m; <i>fd. pl't</i> ; car. 3.07.	43.00 141-1	6.00 19-8	2.70 8-10	.....	Cammin	Sit. 4.07				
✠	101	BREIZ-HUEL, <i>Ertaud.</i> (4.07)	■	3/3, L	1.1.	2 m 2 P	4845 3074 4228	Frç	03 V.07	Chantiers de la Loire St-Nazaire	A; <i>hél</i> ; 7 <i>comp</i> ; D. 15m55; R. 35m; G. 10m90; (W.B. cell. 1015 t.; C. R. 120 t.; A. 60 t.); rp-car. 5.07.	118.90 390-1	15.24 50-0	8.04 26-4	77 82	Nantes	Dk. 4.07				
✠	102	BREIZ-JZEL, <i>Codet.</i> 93-03 (10.07)	■	3/3, L	1.1.	2 m 2 P	4838 3082 4228	Frç	03	Chantiers de la Loire St-Nazaire	A; <i>hél</i> ; 7 <i>comp</i> ; D. 15m55; R. 35m; G. 10m90; (W.B. cell. 1015 t.; C. R. 120 t.; A. 60 t.); car. 10.07; rp. 07.	118.90 390-1	15.24 50-0	8.06 26-5	.....	Nantes	Nt. 10 07				
✠	103	BRESLAU, . . . . . (8.95)	■	—	—	Gl't 2 P-B-S	1187 724 812	Alm	82 V.05	Möller & Holberg Stettin	F; <i>hél</i> ; 6 <i>comp</i> ; <i>spard</i> ; (W.T. 300 t.; 1 p. F; rp. 91; car. 3.99.	70.62 231-9	8.95 29-4	4.62 22-2 15-2	.....	Stettin	Sit. 99				
.	104	BRESTOIS, <i>Luco.</i> (3.02) 82-97	■	—	—	3 G m	348 193	Frç	73 V.02	McKellar & Co Dumbarton	F; <i>hél</i> ; 6 <i>comp</i> ; 1/2 D. 15m80; G. 7m30; R. R. 6m30; W.B. R. 7 t; A. 15 t.); grp. SS. 90; car. 10.98; rp. 02.	46.6 153-0	6.7 22-0	3.67 12-0	.....	Brest	Bx. 02				
✠	105	BRETLAND, <i>Sörensen.</i> 89-02 (5.07)	■	3/3, A	1.1.	2 m	1983 1229 1691	Dan	02 V.07	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 5 <i>comp</i> ; D. 22m56; G. 7m93; (W.B. cell. 6.09 t; C. A. 50 t; C. R. 28 t.; W. T. 60 t; D. T. 75 t.); grp. 05; rp car. 3.07.	85.34 280-0	12.26 40-3	5.69 18-8	37 40 42	Copenhagen	Cph. 5.97				
✠	106	BRICKA, <i>Stuit.</i> (12.00) ELECTR. Drague.	■	—	—	—	295	Frç	00	Werf Conrad Haarlem	A; 2 <i>hél</i> ; 9 <i>comp</i> ; p. A.	42.00 137-10	8.00 26-3	3.60 11-10	.....	Pointe-des-Galets (Réunion)	Am. 00				
✠	107	BRILLIANT, <i>Schröder.</i> ELECTR. 90-04 (3.06) Petrol. in bulk.	■	3/3, L	1.1.	G 3m 2 P	3189 2011 3023	Alm	90 V.06	Sir W.G. Armstrong, Mitchell & Co Low-Walker	A-F; <i>hél</i> ; 13 <i>comp</i> ; G. 11m27; R. 6m40; R. A. 5 t; (W.B. E. & B. 142 t; W.T. cal. A. 330 t; C. A. 80 t.); 1 p. F; 1 p. A; rp-car. 3.06.	96.98 318-2	12.41 40-9	8.99 29-6	.....	Geestemünde	Hbg. 3.06				
✠	108	BRITANNIC, <i>Clements.</i> Dredger. (3.04)	■	3/3, G	1.1.	...	667 244 664	Ang	95 V.04	Lobnitz & Co Renfrew	A; <i>hél</i> ; 5 <i>comp</i> ; 1 p. A; grp. 01; car. 3.04; rp-04.	54.86 180-0	9.20 30-2	4.45 14-7	30.0 31 1/2 34.0	London	Vlp. 04				

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS							LAST SURVEY			
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces			PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION	
					NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES							Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet				
19	20	1	2	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
97	N. Mihanovich & Co	✠	2 Triple (8.06)	6	28 - 46 - 76 11 - 18 - 30	56 22	90 720 200	Bow, Mc Lachlan & Co Ltd Paisley 1906	Glsq. 8.06	✠	2 C	3.50 11-6	3.05 10-0	2	7.80 84	234 2516	13 185	Bow, Mc Lachlan & Co Ltd Paisley 1906	Glsq. 8.06	
98	Companhia Docas	✠	Comp. (11.95)	2	39 - 71 15.4 - 28	45 17.7	45 225 140	A. F. Smulders Utrecht 1895	.....	✠	2 C	2.33 7-8	2.94 9-8	4	4.80 52	120 1292	—	A. F. Smulders Grâce-Berleur 1895	Rd. 95	
99	L. J. & R. Mathias	✠	Triple (2.06)	3	66 - 107 - 173 26 - 42 - 68	114 45	330 1500 65	W. Doxford & Sons Ltd Sunderland 1906	N.C. 2.06	✠	2 C	5.03 16-6	3.42 11-3	6	11.90 128	496 5340	11.2 160 7-100	Wm Doxford & Sons Ltd Sunderland 1906	N.C. 2.06	
100	Stettin-Bredower Portland-Cement-Fabrik A.-G.	.	Tr. Exp. (4.07)	3	27 - 43 - 68 10.5-17 27 PS. 3.07	34 13	180 156	Kroll & Eulert Memel 1898	Stt. 4.07	.	1 C	2.60 8-6	2.70 8-10	2	2.40 26	67.60 727	10 142	Kroll & Eulert Memel 1898	Stt. 4.07 v.c. 4.07	
101	La Fédération Maritime de Bretagne (Brunelière Frères)	✠	Tr. Exp. (4.07)	3	64 - 108 - 174 25 - 42.5 - 68.5 PS. n. 12.06	112 44	550 2200 76	Ateliers de la Loire Nantes 1903	Dk. 4.07	✠	3 C	4.50 14-9	3.30 10-10	9	17.61 189	627 6742	12 171 12-171	Ateliers de la Loire Nantes 1903	Dk. 4.07 P.C. 4.07 v.c. 4.07	
102	La Fédération Maritime de Bretagne (Brunelière Frères)	✠	Tr. Exp. (10.07)	3	64 - 108 - 174 25 - 42.5 - 68.5 PS. n. 10.07	112 44	550 2200 76	Ateliers de la Loire Nantes 1903	Nt. 10.07	✠	3 C	4.50 14-9	3.30 10-10	9	17.61 189	627 6742	12 171 12-171	Ateliers de la Loire Nantes 1903	Nt. 10.07 P.C. 10.07 v.c. 10.07	
103	Neue Dampfer-Compagnie	✠	Comp. (8.95)	2	70 - 120 27.5 - 47.2	75 29.5	105 420 80	Möller & Holberg Stettin 1882	.....	✠	2 C	2.70 8-10	2.87 9-5	4	4.80 51.7	166 1789	6.47 92	Möller & Holberg Stettin 1882	Stt. 99 v.c. 95	
104	Chevillotte frères	.	Comp. (3.02)	2	52 - 84 20.5 - 33 PS. n. 6.03	61 24	160 90	W. King & Co Glasgow 1873	.....	.	1 C	3.20 10-5	2.90 9-6	2	3.07 33	90 968	5 71 3-43	Ateliers & Chantiers de la Loire Nantes 1892	Plm. 03 v. c. 02	
105	Det Danske Kulkompagni	✠	Tr. Exp. (5.07)	3	51 - 81 - 140 20 - 32 - 55 PS. 11.06	91 36	215 1000 85	Burmeister & Wain Copenhagen 1902	Cph. 5.07	✠	2 C	3.88 12-9	3.28 10-9	6	8 35 90	330 3552	12.6 180 5.6-80	Burmeister & Wain Copenhagen 1902	Cph. 5.07 P.C. 11.06 v. c. 5.07	
106	Gouvernement Français	✠	Tr. Exp. (12.00)	3	30 - 44 - 66 12 - 17 - 26	45 18	75 30 0 200	Gebr. Stork & Co Hengelo 1900	.....	✠	2 C	2.50 8-2	2.76 9-1	4	4.20 45	120 1291	10.5 150	Gebr. Stork & Co Hengelo 1900	Am. 00	
107	Deutsch-Amerikanische Petroleum-Gesellschaft	✠	Tr. Exp. (3.06)	3	58 - 94 - 152 23 - 37 60 PS. n. 63 v.c. 05	122 48	260 1700 70	Wallson Slipway & Engineering Co Ltd Newcastle o/T. 1890	Hbg 3.06	✠	2 C	4.50 14-9	3.54 11-8	6	12.46 134	438 4711	11.2 160 7 100	Reiherstieg Schiffswerfte & Maschinen Fabrik Hamburg 1895	Hbg 3.06 v.c. 3.06 v. c. 3.06	
108	S. Pearson & Son	✠	Tr. Exp. (3.04)	3	46 - 76 - 122 18 30 - 48 PS. 3.04	91 33	125 700 90	Lobnitz & Co Renfrew 1895	V-C. 04	✠	1 C	4.52 14-10	3.20 10 6	3	6.23 67	158 1697	12 170	Lobnitz & Co Renfrew 1895	V-C. 04 v.c. 04	

SURVEILLANCE SPECIAL	NAVIRES & CAPITAINES			CLASSIFICATION			GRIEMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				LONGUEUR EN PIEDS & POUCES	LARGEUR EN PIEDS & POUCES	CREUX EN PIEDS & POUCES	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE						
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL			4	5	6		T. R. U.	8				9	10	11	12							13	14	15	16	17	18
	DATE DU TERME																											
	1	2	3																									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18											
✠	109	BROADGARTH, Rowell. 73-02 (5.03)	■	3/3, L	1.1.	Glt 1 P-B	3234 2079 3024	Ang	99 V.03	R. Craggs & Sons Middlesbro	A-F; hél; 6 comp; D. 8m54; R. 23m17; G. 10m66; (WB. cell. 715 t; C. R. 24 t.); p. F. & A; car. 5.03.	101.58 330-0	14.32 47-0	7.24 23-9	.....	Newcastle- o/Tyne	N-C. 03											
✠	110	BROCKENHUUS-SCHACK, Markussen. (4.06) ELECTR.	■	3/3, P	1.1.	2 m	136 74 117	Dan	06	W. H. Jacobs Haarlem	A; hél; 5 comp; 1/2 D. 9m85; R. 4m55 & 7m95; G 3m05; (WB. C. R. 10 t.); 1 p. PP; car. 5.07.	33.85 111-1	5.80 19-0	2.59 8-6	.....	Svendborg	Svdb. 5.07											
.	111	BROOKLINE, Francis. ELECTR. (1.07)	■	3/3, L	1.1.	Glt 2 P-B H	1357 746 1151	Ang	94 V.07	R. Craggs & Sons Middlesbrough	A; hél; 6 comp; awningd; (WB. cell. 178 t; C. A. 19 t; C. R. 20 t.); rp- car. 5.07.	70.15 230-2	9.57 31-6	4.57 15-0	.....	Middles- brough	Blt. 5.07											
✠	112	BROUWER, Greger. (9.02) ELECTR.	■	—	—	Glt 2 P-A	545 324 348	P-B	98 V.02	Huygens & Van Gel- der Amsterdam	A; hél; 5 comp; shaded; rp. 04; car. 12.04.	50.40 165-4	8.53 28-0	3.18 10-5	==	Batavia	Btv. 04											
✠	113	BUCURESTI, Panu. ELECTR. (8.05)	Ⓢ	3/3, L	1.1.	Glt 2 P	2269 1452 2088	Rmn	97 V.05	R. Napier & Sons Ld Glasgow	A; hél; 8 comp; D. 7m62; R. 28m; G. 5m84; (WB. cell. 410 t., C. R. 34 t.); 2 p. A; rp. 05; car. 4.06.	91.44 300-0	12.0 39-7	6.74 22-1	53 1/2 57.0 61-0	Braila	Bcr. 11.06											
✠	114	BUENA-ESPERANZA (ex- Elita), ..... (3.05) ELECTR.	■	3/3, A	1.1.	Glt	740 452 485	Chl	89 V.05	Rostocker Akt.-Ges. für Schiffbau Rostock	A; hél; 6 comp; welded; D. 33m22; G. 15m85; (WB. 44 t; cale 81 t; C. A. 21 t; C. R. 29 t.); 1 p. A; rp-car. 2.06.	54.80 179-8	7.80 25-6	4.22 13 10	.....	Buena-Espe- ranza	Card. 3.06											
✠	115	BÜRGERMEISTER-PETER- SEN, Hochfeldt. (5.06) ELECTR. Petrol. in bulk.	■	3/3, L	1.1.	G 3m 2 P	2788 1780 2674	Alm	89 V.06	Sir W. G. Armstrong, Mitchell & Co Low-Walker	F-A; hél; 12 comp; R. R. 9.65; R. 10m25; (WB. E. & B. 150 t; WT. N. 260 t; C. R. 94 t.); 1 p. A; 1 p. F; rp- car. 5.06.	94.20 309-1	12.20 40-0	8.61 28-3	.....	Hamburg	Hbg 5.06											
✠	116	BUSSARD (x Marie-Louise), Kröger. (5.05) 94-06	■	3/3, A	1.1.	Glt	740 453 708	Alm	89 V.05	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock	A; hél; 6 comp; welded; D. 33m83; G. 15m85; (WB. E. & B. 44 t; cale M. 81 t; C. A. 21 t; C. R. 29 t.); 1 p. A; rp-car. 5.07.	54.76 179-9	7.80 25 6	6.55 21-5	.....	Lübeck	Lbk. 9.07											
.	117	BYTHINIA (ex-Rembrandt), ..... (7.00)	■	—	—	G 3m 1 P-B	330 192 355	Gre	57 V.00	W. Denny Dumbarton	F; hél; 5 comp; p. PP. 74; grp. 74; rp. 00; car. 9.01.	49.10 162-0	6.70 22-0	3.66 12-0	.....	Le Pirée	Am. 03											



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES											
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force ind. uée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		NOMBRE surf. de grille en m <sup>2</sup> carr. en pieds carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION												
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES								Diamèt. Long.		— EN MÈTRES EN PIEDS ET POUCES																		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38															
109	The Clapham Steamship Co Ld (G.E. Macarthy)	✝	Tr. Exp. (5.03)	2	61 - 102 - 162 24 - 40 - 64 PS. n. 5.03	107 42	290 1500 70	North Eastern Ma- rine Eng. Co Wallsend o/T. 1899	.....	✝	1 C	4.65 15-3	3.20 10-6	8	11.80 127	418 4500	11.2 160	North Eastern Ma- rine Eng. Co Wallsend o/T. 1899	N-C. 03 v.c. 03															
110	Sydfyenske Dampskibs- selskabet	✝	Comp. (4.06)	2	38 - 75 15-29.5	45 18	60 300 150	W. H. Jacobs Haarlem 1906	Am. 4.06	✝	1 C	3.20 10-6	3.22 10-7	2	3.42 36	107 1130	8.5 120	W. H. Jacobs Haarlem 1906	Svdb. 5.07															
111	King Line (Ld) (Philipps, Philipps & Co Londres)	.	Tr. Exp. (1.07)	3	56 - 89 - 145 22 - 35 - 57 PS. n. 01; v. 5.07	91 36	218	Westgarth, English & Co Middlesbro' 1894	Bit. 5.07	.	2 C	4.27 14-0	3.12 10-3	6	11.34 122	323 3469	11.2 160 5.6-80	Westgarth, English & Co Middlesbro' 1894	Bit. 1.07 P.c. 1.07 v.c. 1.07															
112	Koninklijke Paket- vaart Maatschappij	✝	Comp. (9.02)	2	40.5 - 81 16 - 32	46 18	450 130	Koninklijke Mij de « Schelde » Flessingue 1898	Btv. 04	✝	1 C	4.42 14-6	3.05 10-0	3	5.39 58	172 1745	6.33 90 6.3-90	Koninklijke Mij de « Schelde » Flessingue 1898	Btv. 04 v.c. 02 P.c. 04															
113	Chemins de Fer Rou- mains	✝	Tr. Exp. (8.05)	3	56 - 89 - 147 22-35-58 PS. n. 5.05; v. 8.05	99 39	257 1400 70	R. Napier & Sons Ld Glasgow 1897	Glitz. 5.07	✝	2 C	4.11 13-6	3.20 10-6	6	10 108	325 3500	12.5 178 5.6-80	R. Napier & Sons Ld Glasgow 1897	Glitz. 5.07 P.c. 5.07 v.c. 05															
114	Arcadiö Aroya.	✝	Triple (3.05)	3	32 - 50 - 85 12.5-19.5-33.5	60 23.5	90 350 95	Rostocker A.-G. für Maschinenbau Rostock 1889	Lbk 3.05	✝	2 C	2.40 7-9	2.85 9-3	2	3.80 41	120 1290	11 157	Rostocker A.-G. für Maschinenbau Rostock 1889	Wes. 05 v.c. 05															
115	Deutsch-Amerikanische Petroleum-Gesell- schaft.	✝	Tr. Exp. (5.06)	3	58 - 94 - 152 23 - 37 - 60 PS. n. 04, v. 8.05	99 39	1500 85	Wallsend Slipway & Engineering Co Newcastle 1889	Hbg 5.06	✝	2 C	4.42 14-6	3.47 11-5	6	11.85 128	407 4380	11.2 160 11.2-160	Reherstieg Schiffs- werfte Hamburg 1896	Hbg 5.06 P.c. 5.06 v.c. 5.06															
116	Hanseatische Dampf- schiffahrts-Gesell- chaft.	✝	Tr. Exp. (5.05)	3	32 - 50 - 85 12.6-19.6-33.5 PS. n. 9.07	60 23.6	90 350 95	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock 1889	Lbk 9.07	✝	2 C	2.40 7-9	2.85 9-3	2	3.80 41	120 1300	11 157	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock 1889	Wes. 5.05 v.c. 5.05															
117	Ph. Christidis	.	Comp. (7.00)	2	71 - 102 28 - 40	65.5 27	70 280	Denny Dumbarton 1874	.....	.	1 C	2.89 9-6	3.20 10-6	2	3.72 40		5.20 74	H. & J. Suijver Amsterdam 1885	Am. 00 v.c. 00															



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERRECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM						U.											
	1	2	3				4	5										
+	1	C.-F.-TIETGEN (ex-Rotterdam), Thomsen. (4.06) ELECTR.	I	3/3, L A.&C.P.	1.1.	Glt 4 P-H	8139 5159 5917	Dan	97 V.06	Harland & Wolff Ltd Belfast	A; 2 hé; 9 comp; awningd; R. 57m30; (WB; cell. 1108 t; WT. 1050 t; C.A. 96 t; C.R. 73 t.); 3 1/2 p.A; rp-car. 2.07.	142.57 467-9	16.15 53-0	11.04 38-2	71 1/2 78-0 84 1/2	Copenhagen	Gph. 2.07	
+	2	C.-P.-A.-KOCH, Muller. (6.93)	I P. R.	—	—	Glt 2 P-H	1154 648 1071	Dan	93	Lobnitz & Co Renfrew	F; hé; 7 comp; awningd; R. R. 3m96; R. 14m69; (WT. M. 254 t; C.A. 18 t; C.R. 10 t.); p.P.P.	70.74 232-1	9.47 31-1	4.62 15-2	==	Copenhagen	Gls. 93	
+	3	CACHAR, Labattut. (6.04) ELECTR.	I	3/3, L A.&C.P.	1.1.	Bk 3 P-S	3344 2137	Frç	84 V.04	Forges & Chantiers La Seyne	A-F; hé; 6 comp; spard; D. 18m84; R. R. 29m28; R. 4m60; G. 13m54; (WT. cale A. 550 t; cale R. 425 t.); 2 p.F; rp.03; car.6.04.	105.1 345-0	12.5 41-0	8.86 29-0	.....	Marseille	Mrs. 04	
+	4	CADAGUA, Sagarbarria. (4.06) ELECTR. Petro. in bulk.	II	3/3, L A.&C.P.	1.1.	Glt 2 P-T	2332 1569 2256	Esp	92 V.06	W. G. Armstrong Mitchell & Co Ltd Newcastle o/Tyne	A-F; hé; 12 comp; R. 6m71; G. 10m36; (WB. E. & B. 145 t.; C.A. 99 t.); 1 p.A; 1 p.F; car.12.06;rp.06.	89.91 295-0	11.88 39-0	7.72 25-4	.....	Bilbao	Ld. 12.06	
+	5	CAIRNTORR, Gibson. (1.04) Turret. 88-04	I	3/3, L A.&C.P.	1.1.	2 m 1 P-B	2293 2992	Ang	04	Wm Doxford & Sons Ltd Sunderland	A; hé; 7 comp; D. 8m90; G. 11m20; (WB. cell. 898 t.; C.R. 6 t.); car.2.07; rp. 06.	103.63 340 0	15.27 50 1	6.90 22-8	124 1/2 128 1/2	Newcastle-on-Tyne	Lvp. 2.07	
.	6	CAIRO, Sjöstrand. (4.07)	II	3/3, G	1.1.	2 m 1 P-B	1671 1085 1362	Sds	82 V.07	Earle's Shipb. & Engin. Co Ltd Hull	A; hé; 5 comp; welld.; 1/2 D. 25m60; R. 25m60; G. 9m75; (WB. cell. 305 t.); grp.03;rp-car.4.07.	82.49 270-8	10.38 34-1	5.56 18-3	.....	Oscarshamn	Osch. 4.07	
+	7	CAITHNESS, Taylor. (12.06) Turret.	I	3/3, L A.&C.P.	1.1.	Glt 1 P-B	3503 2222 2996	Ang	98 V.06	Wm Doxford & Sons Ltd Sunderland	A; hé; 7 comp; G. 10m05; (WB. cell. 807 t; C.R. 35 t.); p. A; rp. 07; car. 9.07.	103.76 340-5	13.87 45-6	7.49 24-7	148.0 152 1/2 163.0	Newcastle-on-Tyne	Blt. 9.07	
+	8	CALAISIEN, Pichon. (9.02) Remorqueur.	I P.R.	—	—	1 m 1 P-B	201 0 169	Frç	92 V.02	Société des Chantiers de la Loire Nantes	A; 2 hé; 5 comp; rp car.9.02.	35.25 115-8	6.80 22-4	3.58 11-9	.....	Calais	Dk. 03	
+	9	CALEDONIA, Storm-Hansen. (5.03) 86-03	I P. R.	3/3, L A.&C.P.	1.1.	Glt	1815 1144 1653	Dan	98 V.03	Burmeister & Wain Copenhagen	A; hé; 5 comp; 1/2 D. 9m14; R. 21m95; G. 10m05; (WB. cell. 472 t; C.R. 62 t; C.A. 61 t.); 1 p.F; rp.07; car.6.07.	84.94 278-8	12.31 40-0	6.50 21-4	36 1/2 39 1/2 41 1/2	Copenhagen	N-C.6.07	
.	10	CALEDONIA (ex-Fitz-Clarence), de Boer. (3.04)	I	3/3, G	1.1.	G3m 2 P	863 543 735	P-B	74 V.04	T. R. Oswald Sunderland	F; hé; 5 comp; (WB.); 2 p.F; rp. 07; car. 10.07.	70.52 231-5	8.57 28-1	4.98 16-4	.....	Rotterdam	Rd.10.07	
+	11	CALIFORNIE, Dumont. (11.05) ELECTR.	I	3/3, L	1.1.	2 m 3 P-B-S	5152 3304 3581	Frç	05	Chantiers de France Dunkerque	A; hé; 8 comp; spard; D. 16m10; R. 12m50; G. 12m80; (WB. cell. 819 t.; C. 20 t.); 3 p. A; car.8.07.	115.20 377 8	14.46 47 6	7.72 35 4	.....	Le Havre	Hv. 8.07	
.	12	CALIOUBIEH (ex-Southend) Evans. (12.05)	I	3/3, G	1.1.	3 m	407 196	Ang	94 V.05	J. Meursing Amsterdam	A; hé; 4 comp; welld; G. 21m50; car. 11.06; rp.07.	43.50 142-9	6.90 22-8	3.03 9-11	.....	Londres	Alx. 9.07	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS						LAST SURVEY			
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces			MAKERS — PORT AND DATE of CONSTRUCTION		
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES							Diamet.   Length — IN METERS IN FEET AND INCHES 31 32	NUMBER	grade surface in sq. meters in sq. feet 33 34	heating surface in sq. feet 35			PRESSURE Main Boiler, Donkey Boiler, in sq. feet 36	
19	20	1	2	3	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
1	Det Forenede Dampskibsselskab	✠	2 Tr. Exp (4.06)	6	67 - 110 - 183 26.5-43.7-72 PS.n.05; v.2.07	130 51	954 5250	Harland & Wolff Belfast 1897	Gph. 2.07	✠	3 CD 2 C	4.50 14-9 4.27 14-0	5.31 17-6 3.05 10-0	24	39.59 426	1556 16750	12.65 180	Harland & Wolff Belfast 1897	Gph. 2.07 v.c.4.06
2	Det Forenede Dampskibsselskab	✠	Tr. Exp. (6.93)	3	48 - 81 - 130 19 - 32 - 51	99 39	162 1250	Lobnitz & Co Renfrew 1893	.....	✠	2 C	4.03 13-3	3.05 10-0	6	10.04 108	255 2744	11.2 160	Lobnitz & Co Renfrew 1893	Glsq. 93
3	Messageries Maritimes	✠	Comp. (6.04)	2	100 - 185 39.4 - 72.7 PS. 11.02	108 42.5	450 1800	Forges & Chantiers Marseille 1884	Mrs. 04	✠	4 C	3.65 12-0	3.00 9-10	12	22.08 238	—	6 85	Forges & Chantiers Marseille 1899	Mrs. 04 v.c.04 P.C.04
4	Fourcade y Provôt	✠	Tr. Exp. (4.06)	3	56 - 91.4 - 150 22 - 36 - 50 PS.4.06	99 39	240 1200 72	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1892	Ld. 12.06	✠	2 C	4.34 14-3	3.05 10-0	6	10.68 115	363 3900	11.2 160 7-100	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1892	Blb.4.06 P.C.4.06 v.c.4.06
5	The Cairn Line of Steamships Ld (Cairns & Noble)	✠	Tr. Exp. (1.04)	3	60 - 99 - 168 23.5-39-66 PS. 1.06	114 45	315 1400 60	Wm Doxford & Sons Ld Sunderland 1904	Card. 1.06	✠	2 C	4.80 15-9	3.35 11-0	6	10.68 115	455 4906	12.6 180 7-100	Wm Doxford & Sons Ld Sunderland 1904	N-C. 04
6	Rederi Aktiebolaget «Orion» (O. Wingren,	.	Comp. (4.07)	2	63 - 127 25 - 50 PS.4.07	114 45	140 750 70	Earle's Shipb. & Engin. & Co Ld Hull 1882	Osch. 4.07	.	1 CD	4.19 13-9	4.57 15-0	2	5.21 56	215 2310	5.6 80 5.6-80	Earle's Shipb. & Engin. Co Ld Hull 1882	Osch. 4.07 v.c.4.07 P.C.4.07
7	The Sutherland Steamship Co Ld (A. M. Sutherland & Co Ld)	✠	Tr. Exp. (12.06)	3	66 - 107 - 173 26 - 42 - 68 PS. 12.06	107 42	308 1350 69	Wm Doxford & Sons Ld Sunderland 1898	Blt. 9.07	✠	2 C	4.72 15-6	3.35 11-0	6	9.19 99	440 4737	11.2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1898	Nwc. 12.06 P.C.12.06 v.c.12.06
8	Chambre de Commerce	✠	2 Comp. (9.02)	4	42 - 70 16.6 - 27.6 PS. 12.04	50 19.6	125 500 100	Ateliers & Chantiers de la Loire Nantes 1892	.....	✠	2 C	3.48 11-5	2.90 9-7	4	6.62 71	249 2676	7.5 108	Cie Fives-Lille Lille 1904	Dk. 04 v.c.02
9	Dampskibsselskabet «Union» (P. L. Fischer)	✠	Tr. Exp. (5.03)	3	55 - 89 - 145 21.6 - 35 - 57 PS.6.07	99 39	800 72	Burmeister & Wain Copenhagen 1898	N-C. 6.07	✠	2 C	4.00 13-2	3.20 10-6	6	8.36 90	284 3062	10.5 150 7-100	Lobnitz & Co Renfrew 1898	N-C. 03 v.c.03
10	Algemeene Scheepvaart Mij (Wm H. Müller & Co)	.	Comp. (3.04)	2	68.5 - 130 27-51 PS.n. 4.06	84 33	475	T. R. Oswald Sunderland 1874	Rd. 4.06	.	1 CD	3.71 12-2	4.57 15-0	4	6.32 68	182 1954	6.7 95 6.7-95	T. R. Oswald Sunderland 1884	Rd. 4.07 P.C.4.06 v.c.04
11	Cie Générale Transatlantique (à Paris)	✠	Tr. Exp. (10.05)	3	63 - 107 - 180 25 - 42 - 71	122 48	2200 70	Caillard & Co Le Havre 1905	Hv.10.05	✠	3 C	4.11 13-6	3.58 11-9	9	14.25 153	579 6226	13 185 7-100	Caillard & Co Le Havre 1905	Hv. 8.07
12	Khedivial Mail S. S. & Graving Dock Co Ld	.	Tr. Exp. (12.05)	3	33 - 48 - 81 13 - 19 - 32 PS. 12.04	51 20	75 375 90	J. Stewart & Son Blackwall 1894	Alx.9.07	.	1 C	3.20 10-6	2.90 9-6	2	9.00 97	105 1129	10.5 150 3.5-50	J. Stewart & Son Blackwall 1894	Alx.9.07 P.C.11.06 v.c.05

SURVEILLANCE SPÉCIALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉMENT NOMBRE DE PONT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX PROPULSEUR				PORT				LIEU et DATE de la DERNIÈRE VISITE		
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						T. R. U.		ANNÉE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				EN MÈTRES EN PIEDS & POUCES				D'ARMEMENT			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18								
✠	13	CAMBODGE ( <i>ex-Mira</i> ), ELECTR. Vidal. (4.06) 93-06	■	3/3, L	1.1.	2 m 2 P-S	3924 2503 3184	Frç	02 V.06	Chantiers de Pro- vence Port-de-Bouc	A; <i>hél</i> ; 7 comp; D. 63m80; R. A. 16m30; R. 5m40; R. A. 5m50; G. 11m10; (WB. cell. 660 t.); rp. 06; car. 12.06.	104.13 841-8	13.43 44-1	7.66 25-2	55 ½ 60 ½	Marseille	Bx 12.06								
.	14	CAMBRAI ( <i>ex-Louise</i> ), Boulogne. (5.05) 93-07	■	3/3, G	1.1.	Glt 1 P-B	963 576 899	Frç	75 III 05	Schlesinger, Davis & Co Newcastle	F; <i>hél</i> ; 5 comp; ½ D. 35m05; G. 10m40; (WB.); 1 p. F; grp. 97; rp. 05; car. 5.07.	66.8 219-0	9.2 30-2	5.60 18-4	.....	Dunkerque	Bx 7.07								
.	15	CAMPANA ( <i>ex-North</i> ), De- merse. (4.04)	■	3/3, G	1.1.	Glt 2 P-S	1697 1154	Ang	73 V.04	Aitken & Mansel Glasgow	F; 2 <i>hél</i> ; 6 comp; <i>spard</i> ; R. A. 23m78; R. 14m63; R. A. 24m38; 1 p. F; 1 p. T; rp-car. 5.06.	73.35 240-8	10.74 35-3	6.28 20-7	.....	Quebec	Queb. 8.07								
✠	16	CAMPANA, Mahéo. (8.06) — - 05	■	3/3, L	1.1.	B-G 2 P-B-S	2808 1767 2549	Frç	90 V.06	Ateliers & Chantiers de la Loire St-Nazaire	A; <i>hél</i> ; 7 comp; <i>spard</i> ; R. A. 7m; R. 7m60; R. A. 30m80; G. 13m70; (WB. cales A. & R. 370 t.); 2 p. A; rp. 06; car. 3.07.	95.10 312-0	12.30 40-4	6.00 27-7 19-8	.....	Le Havre	Hv. 3.07								
✠	17	CAMPUIJS, Kop- ELECTR. peschaar. (1.04)	■	3/3, L	1.1.	2 m 2 P-A	2776 1696	P-B	03	Nederl. Scheeps- bouw Mij Amsterdam	A; <i>hél</i> ; 7 comp; <i>shaded</i> ; D. 20m57; G. 22m71; (WB. cell. 326 t.); 1 p. A; 2 p. b; car. 3.05.	96.06 315-2	12.59 41-4	6.65 21-10	43 46 48	Batavia	Btv. 3.05								
✠	18	CAMPINAS, Blanchard. 86-05 (6.04)	■	3/3, L	1.1.	Glt 2 P-B	3098 1972 2894	Frç	96 V.04	Chantiers de la Loire St-Nazaire	A; <i>hél</i> ; 9 comp; R. 7m40; R. M. 31m; R. A. 6m90; G. 12m20; (WB. A. 198 t; R. 175 t; C. A. 41 t); 2 p. A; car. 4.06.	104.07 341-6	12.91 42-4	8.25 27-1	.....	Le Havre	Hv. 4.06								
✠	19	CANADA, Maddox. (5.01) ELECTR.	■ P. R.	—	—	Glt 3 P	9413 6016 5133	Ang	96 V.01	Harland & Wolff Belfast	A; 2 <i>hél</i> ; 8 comp; D. 19m80; R. 78m35; G. 18m30; (WB. cell. 1453 t; C. A. 95 t; C. A. 95 t; 3 p. A; rp-car. 2.03.	152.57 500-5	17.75 58-3	9.50 31-2	==	Liverpool	Lvp. 03								
.	20	CANADA ( <i>ex-Panama</i> ), Gi- ELECTR. ron. (7.03) 77-04	■	3/3, L	1.1.	Bq 4 P-H	4204 2190 4048	Frç	65 V.03	St-Nazaire	F; <i>hél</i> ; 7 comp; <i>awningd</i> ; R. A. 6m20; R. A. 11m70, ex-halg. 55.76; ½ p. F; rp. 96; car. 6.07.	108.0 354-4	13.4 44-0	11.02 36.2	.....	Le Havre	Hv. 6.07								
✠	21	CANARIAS, Le Boité. — - 06 (12.04)	■	3/3, L	1.1.	B-G 2 P-B	3098 1971 2837	Frç	93 V.04	Chantiers de la Loire St-Nazaire	A; <i>hél</i> ; 7 comp; D. 6m80; R. A. 6m90; R. 7m40 & 31m; G. 13m; (WB. A. 203 t; R. 181 t.); 2 p. A; car. 2.07; rp. 06.	102.40 336-0	12.80 42-0	8.92 29-4	.....	Le Havre	Hv. 2.07								
✠	22	CANGREJO, Mulder. ELECTR. (5.06) Drague.	■	3/3, R	1.1.	2 m	253 103	Arg	06	A. F. Smulders Schiedam	A; 2 <i>hél</i> ; 8 comp; 1 p. A.	34.00 111-7	7.50 24-7	3.00 9-10	.....	Bahia-Banca	Rd. 5.06								
✠	23	CANTABRIA, Garcia (4.07) ELECTR. Dredger.	■	3/3, R	1.1.	1 m	661 270 602	Esp	03 V.07	L. Smit & Zoon Kinderdijk	A; <i>hél</i> ; 12 comp; rp-car. 4.07.	55.00 180-5	9.40 30-10	4.40 14-5	.....	Santander	Blb. 4.07								
✠	24	CAP-LOPEZ ( <i>ex-Rheinland</i> ), Vincke. (4.05)	■	3/3, G	1.1.	Glt 1 P-B	757 546 687	Blg	85 V.05	H. Hespe Brake	F; <i>hél</i> ; 5 comp; R. 14m56; G. 5m80; (WT. M. 138 t.); p. S; grp. 93; rp. 01; car. 12.05.	55.03 180-5	8.20 26-9	5.55 18-2	.....	Anvers	Rd. 12.05								



ARMATEURS		SURVEILLANCE SPECIALÉ	TYPE- DATE DU CERTIFICAT	MACHINES						CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
				CYLINDRES	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS	NOMBRE sur la grille en pieds carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Cl. aud. princ. Chaud. auxil.	CONSTRUCTEURS					
									DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces						LIEU & ANNÉE de CONSTRUCTION				
13	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
13 Est Asiatique Français (Société de l')	✠	Tr. Exp. (4.06)	3	60 - 100 - 160 23.5 - 39 - 62.5 PS.n.05;v.12.06	120 47	400 1600 90	Ateliers de Provence Marseille 1902	Bx 12.06	✠	2 C	4.75 15-7	3.28 10-9	6	14.85 160	449 4828	11.25 160 7-100	Ateliers de Provence Marseille 1902	Card. 4.06 P.C. 4.06 v.c.4.06		
14 Cie des Bateaux à vapeur du Nord	.	Comp. (5.03)	2	71 - 135 28 - 53 PS. 5.07	90 35.5	120 480	T. Clark & Co Newcastle 1875	Bx 5.07	✠	2 C	3.45 11-4	3.28 10-9	6	15 161		5 71	Fraissinet & Co Marseille 1897	Dk. 5.05 v.c. 5.05 P.C. 5.05		
15 Quebec S. S. Co	.	2 Comp. (4.04)	4	66 - 132 26 - 52	84 33	225 1350 80	David Rowan & Son Glasgow 1878	Queb. 04	.	2 C	3.91 12-10	3.69 12-1	6	10.87 117	302 3250	7.24 103	I. Inglis Toronto 1892	Queb. 04 v. c. 04		
16 Chargeurs Réunis	✠	Tr. Exp. (8.06)	3	60 - 101 - 158 23.6 - 39.6 - 62 PS.10.05	112 44	365 1450 70	Ateliers & Chantiers de la Loire. St-Denis 1890	Hv. 3.07	✠	2 C	4.73 15-6	3.02 9-11	6	11.94 128	402 4322	11.2 160 11.2-160	Caillard & Co Le Havre 1898	Hv. 3.07 v.c. 8.06 P.C. 8.06		
17 Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (12.03)	3	61 - 94 - 160 24 - 37 - 63	109 43	1250 85	Ned. Fabriek van Werktuigen Amsterdam 1903	Btv. 3.03	✠	3 C	3.68 12-1	3.66 12-0	6	11.35 122	465 5007	12 170	Ned. Fabriek van Werktuigen Amsterdam 1903	Btv. 3.05		
18 Chargeurs Réunis	✠	Tr. Exp. (6.04)	3	61 - 102 - 166 24 - 40 - 65 PS.11.03	112 44	365 1460 70	Ateliers & Chantiers de la Loire. Nantes 1896	Hv. 9.05	✠	2 C	4.73 15-6	3.11 10-2	6	11.60 125	390 4202	11.2 160 11.2-160	Ateliers & Chantiers de la Loire. Nantes 1896	Hv. 9.05 v.c. 04 P.C. 04		
19 British & North Atlantic Steam Navigation Co Ltd	✠	2 Tr. Exp. (5.01)	6	72 - 119 - 195 28.5 - 47 - 77 PS. 2.03	137 54	900 6000 75	Harland & Wolff Belfast 1896	.....	✠	(3 CD 3 C	4.90 16-1 4.57 15-0	5.33 17-6 3.12 10-3	33 587	54.59 20328	1890 175	12.27	Harland & Wolff Belfast 1896	Lvp. 03 v.c. 01		
20 Compagnie Générale Transatlantique (à Pa- ris)	.	Tr. Exp. (7.03)	4	92 - 144 - 2 x 170 36 - 57 - 2 x 67 PS. 6.06	130 51	900 3600 60	Maudslay Sons & Field. Londres 1875 Transformée 1895	Hv. C.07	.	4 CD	3.80 12-6	5.07 16-6	24 290	27 8839	822 147 4-57	10	Cie Gte Transatlan- tique St-Nazaire 1895	Hv. 6.07 v.c. 03		
21 Chargeurs Réunis	✠	Tr. Exp. (12.04)	3	61 - 102 - 166 24 - 40 - 65.3 PS.11.04	112 44	365 1460 70	Ateliers & Chantiers de la Loire Nantes 1893	Hv. 2.07	✠	2 C	4.00 13-2	3.20 10-6	6 93	8.64 3849	358 168 11.2-160	11.7	Caillard & Co Le Havre 1904	Hv. 2.07 v.c. 04 P.C. 04		
22 Buenos-Aires & Pacific Railway Co	✠	2 Triple (5.06)	6	31 - 51 - 85 12 - 20 - 33.5	50 19.5	350 140	A. F. Smulders Schiedam 1906	Rd. 5.06	✠	2 C	2.85 9-4	3.21 10-6	4 68	6.30 1613	150 180	12.6	A. F. Smulders Grâce-Berleur 1906	Rd. 5.06		
23 Junta de Obras	✠	Tr. Exp. (4.07)	3	41 - 61 - 102 13 - 24 - 40 PS. 4.07	61 24	550 125	Machine Fabriek Kinderdijk 1903	Bib. 4.07	✠	2 C	3.05 10 0	3.05 10 0	4 62	5.77 1830	170 160	11.2	Machine Fabriek Kinderdijk 1903	Bib. 4.07 v.c. 4.07		
24 Siebert & Co	✠	Comp. (4.05)	2	51 - 89 20 - 35 PS.n.12.05	69 27	75 300 90	Gute Hoffnungs- hütte Sterkrade 1885	Rd. 05	✠	1 E	3.10 10-2 3.35 10-2 11-0	3.10 10-2	2 41	3.79 1193	111 85 4-57	6	Gute Hoffnungs- hütte Sterkrade 1885	Stt. 4.06 v.c. 4.06		



## CAR

CAR																						
SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND  DATE OF TERM								T.	R.				U.	PROPELLER							
															WATERTIGHT COMPARTMENTS ERECTOR'S ON DECK							
															WATERBALLAST, DECKS REPAIRS							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18					
+	25	CAPELLA, <i>Hansson.</i> ELECTR. 94-98 (8.03)	I	3/3, L	1.1.	Glt 2 P-S	1069 610 951	Rss	88 V.03	Henry Koch Lübeck	A; <i>hél</i> ; 6 comp; spard; R. 17m00; (WB. E. & B. 45 t; WT. cale A. 180 t; C. R. 10 t.); 1 p. A; rp. 06; car. 6.07.	59.6 185-0	9 0 29-6	6 27 20.7	47.0 49.0 52.0	Helsingfors	Hull 6.07					
.	26	CAPRAIA (ex-Raphael), <i>Pennisi.</i> (2.06)	II	3/3, G	1.1.	Glt 1 P-B	592 373	Itl	66 V.06	J. W. Richardson Nowcastlo	F; <i>hél</i> ; 5 comp; (WT. 75 t; C. R. 18 t.; p. S; rp. 02; car. 2.06.	59.50 194-6	8.30 27-3	4.57 15-0	.....	Catane	Gn. 2.06					
+	27	CAPTAIN-THOMAS-WIL- ELECTR. SON,..... (9.00)	I	—	—	2m 1 P-B	4719 3959	Amr	00	Jenks Shipbuilding Co Port-Huron	A; <i>hél</i> ; 5 comp; (WB).	128.13 420-5	15.25 50 0	7.32 24-0	.....	Cleveland	Clv. 00					
.	28	CARALAMBO, <i>Theophani.</i> (10.04)	I	3/3, P	1.1.	2 m	468 306 450	Rss	re.04	Coumizelis & Co Syra	F-A; 2 <i>hél</i> ; 6 comp; R. 3m & 5m50.	56.80 186-4	7.47 24-6	3.48 11-5	.....	Rostoff-s/Don	Syra 04					
+	29	CARAMANIE (ex-Bessel), ELECTR. <i>Rozé.</i> (5.06)	I	3/3, L	1.1.	G3m 3 P-S	2563 1654 2439	Frq	74 V.06	P. Napier & Sons Glasgow	F; <i>hél</i> ; 7 comp; spard; R. 6m50; grp. 91; rp. 05; car. 10.07.	108.07 354-3	11.80 38-10	8.35 27-6	.....	Marseille	Mrs. 10.07					
+	30	CARAVELLAS, <i>Lecouillard.</i> (4.05) 85-06	I	3/3, L	1.1.	Glt 2 P-B	3098 1971 2837	Frq	93 V.05	Chantiers de la Loire St-Nazaire	A; <i>hél</i> ; 7 comp; D. 6m80; R. .R. 6m00; R. 31m et 7m40; G. 12m20; (WB. A. 203 t; R. 181 t; C. A. 41 t.); 2 p. A; grp. 05; car. 9.06.	104.70 343-6	13.01 42-8	7.77 25-6	.....	Le Havre	Hv. 4.07					
+	31	CARBONIA (ex-Finland), <i>Winkler.</i> (4.05)	I	3/3, L	1.1.	Glt 2 P-H	1494 941 950	Dan	95 V.05	Flensburger Schiff- bau-Gesellschaft Flensburg	A; <i>hél</i> ; 5 comp; <i>aviningd.</i> 50m93; $\frac{1}{2}$ D. 17m48; D. 5m52; (WB. 365 t; C. R. 32 t.); 2 p. A.; rp-car. 5.07.	72.59 238-0	10.37 34-0	5.08 16-8	6 $8 \frac{1}{2}$ $10 \frac{1}{2}$	Copenhagen	N-G. 5.07					
+	32	CARIOCA (ex-Maria-D.), ELECTR. <i>Hendy.</i> (1.05)	I	3/3, L	1.1.	3 m	1138 829 1049	Brs	02 V.05	Sto John Cockerill Anvers	A; 2 <i>hél</i> ; 6 comp; R. 5m50; G. 9m75; (WB. cell. 336 t; C. A. 68 t.); rp-car. 1.05.	75.34 247-2	11.71 38 5	3.79 12-5	$36 \frac{1}{2}$ 38 40	Rio de-Janeiro	Gn. 1.05					
+	33	CARL, <i>Waldner.</i> (7.07)	I	3/3, G	1.1.	2 m	638 391	Sds	07	Göteborgs Nya Verkstad Göteborg	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 28m50; R. 11.60; G. 7m; (WB. 123 t. C. R. 8 t; C. A. 21 t.).	51.82 170-0	8.64 28-4	4.12 13-6	.....	Göteborg	Got. 7.07					
+	34	CARL-HECKSHER, <i>Starch.</i> (5.07)	I	3/3, L	1.1.	Glt 1 P-B	1665 1041 1239	Dan	92 V.07	Helsingörs Jernskib & Maskinbyggeri Elseneur	A; <i>hél</i> ; 6 comp; <i>weild.</i> $\frac{1}{2}$ D. 19m12; R. 38m41; G. 9m36; (WB. 322 t; C. A. 47 t; C. R. 20 t.); 1 p. F; rp. 07; car. 5.07.	78.73 258-4	10.64 34-11	5.05 16 7	$16 \frac{1}{2}$ $19 \frac{1}{2}$ $21 \frac{1}{2}$	Copenhagen	Cph. 5.07					
+	35	CARLOS,..... (6.93)	I	—	—	Glt 2 P-B-S	941 562 945	Alm	81 V.93	Norddeutsche Werft Kiel	F; <i>hél</i> ; 5 comp; spard; R. 6 t; (WB. cale A. 15m07, 80 t; cale R. 8m84, 25t); 1 p. S; 1 p. F; grp. 89; rp-car. 5.95	60.93 199-11	7.92 26-0	4.47 21-5 14-6	=====	Danzig	Dz. 93					
+	36	CARNIOLIA, <i>Petris.</i> (7.00)	I	—	—	Glt 3 P-S	2812 1734 2282	Aut	00	Lloyd Austriaco Trieste	A; <i>hél</i> ; 7 comp; spard; D. 14m94; R. 26m02; G. 19m21; (WB. cell. 77 t.; C. A. 214 t. C. R. 197 t.); 2 p. A. rp-car. 3.03.	96.13 315-5	12.44 40-10	6.57 21-7	.....	Trieste	Trst. 03					

N. B. — The Marks -- indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
		DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE IN INCHES	Horse power nominal NOTICED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		heating surface in sq. feet	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY		
				DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES							Diamet. — IN METERS IN FEET AND INCHES	Length — IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. feet			grate surface in sq. feet	37		38	
25 Finska Ångfartygs Aktiebolaget	✠	Tr. Exp. (8.03)	3	45 - 71 - 112 17.7 - 28 - 44 PS. n.03; v.4.06	70 27.6	125 500 90	H. Paucksch Landsberg o/W 1888	N.C. 4.06	✠	2 C	3.10 10-2	2.95 9-8	4 4	4.83 52	163 1804	10.5 150	North Eastern Marine Eng. Co Ltd Wallsend o/T. 1899	N.C. 4.06 v.c. 03				
26 Giuseppe Denaro & C. di Riposto	.	Comp. (2.06)	2	60 - 101 23.6 - 39.7 PS. 2.06	76 30	100 400 66	Richardson Newcastle 1866	Gn. 2.06	.	1 C	4.25 13-11	3.22 10-7	3 3	6.00 65	181 1978	4 57	..... ..... 1890	Gn. 2.06 P.C. 2.06 v. c. 2.06				
27 Wilson Transit Co	✠	Tr. Exp. (9.00)	3	58 - 97 - 160 23 - 38 - 63	102 40	102 1300 85	Jenks Shipbuilding Co Port-Huron 1900	.....	✠	3 C	3.80 12-6	3.65 12-0	6 6	13.02 140	512 5511	12.7 180	Jenks Shipbuilding Co Port-Huron 1900	Clv. 00				
28 Caralambo Theophanis	.	2 Comp. (10.04)	4	26 - 72 14 - 28	61 24	65 90	Lobnitz & Co Renfrew .....	Syra 04	.	1 C	3.52 11-7	2.76 9-1	2 2	3.60 39	88 946	4.2 60	Lobnitz & Co Renfrew .....	Syra 04 v.c. 04				
29 Cie de Navigation Marocaine & Arménienne (N. Paquet & Co)	.	Comp. (5.06)	2	127 - 224 50 - 88 PS. n 02; v.10.07	122 48	400 2000 72	R. Napier & Sons Glasgow 1874	Mrs.5.06	✠	2 CD	4.03 13-3	5.18 17-0	12 12	— —	— —	5.62 89	Nederland. Stoomboot Maatschappij Rotterdam 1886	Mrs.5.06 P.C. 5.06 v.c. 5.06				
30 Chargeurs Réunis	✠	Tr. Exp. (4.05)	3	61 - 102 - 166 24 - 40 - 65.3 PS.1.05	112 44	365 1800 70	Ateliers & Chantiers de la Loire Nantes 1893	Hv. 4.07	✠	2 C	4.73 15-6	3.16 10-4	6 6	12.10 131	395 4247	11.2 160 11.2-160	Ateliers de St-Nazaire Penhoët Nantes 1903	Hv. 4.07 v.c.1.05				
31 Dampskibs Selskabet « Inga » (P.L. Fisker)	✠	Tr. Exp. (4.05)	3	41 - 66 - 109 16 - 26 - 43 PS. n.3.06	84 33	500 70	Flensburger Schiffbau-Ges. Flensburg 1895	Cph.4.05	✠	1 C	4.34 14-3	3.03 10-1	3 3	4.30 46	188 2025	11.5 165 6.3-90	Flensburger Schiffbau-Ges. Flensburg 1895	Cph.3.06 P.C. 3.06 v.c. 05				
32 Empresa de Navegação Norte e Sul	✠	2 Tr. Exp. (1.05)	6	33 - 50 - 80 13 - 19.7 - 31.5 PS. 1.05	60 23.6	750 115	Sté John Cockerill Seraing 1902	Gn. 1.05	✠	1 C	4.60 15 1	3.05 10-0	3 3	6.20 66	242 2602	12.4 173 6-85	Sté John Cockerill Seraing 1902	Gn. 1.05 v.c. 1.05 P.C. 1.05				
33 Ångfartygs Aktiebolaget « Heimdal » (F. B. Wahlqvist)	✠	Triple (7.07)	3	36 - 56 - 95 14 - 22 - 37	60 23.5	125 110	Göteborgs Nya Werkstad Göteborg 1907	Got. 7.07	✠	1 C	3.81 12-6	3.08 10-1	2 2	3.60 39	130 1400	12 171	Göteborgs Nya Werkstad Göteborg 1907	Got. 7.07				
34 Dampskibs-Selskabet « Kjöbenhavn » (P. L. Fisker)	✠	Tr. Exp. (5.07)	3	49.5 - 80 - 131 19.5-31.5-51.5 PS.6.06	91.4 36	165 700 70	Helsingörs Maskinbyggeri Elseneur 1892	Cph.5.07	✠	2 C	3.45 11-4	2.84 9-4	4 4	6.50 70	229 2468	10.5 150 6.3-90	Helsingörs Maskinbyggeri Elseneur 1892	Cph.5.07 v.c. 5.07 P.C. 5.07				
35 F. G. Reinhold.	✠	Comp. (6.93)	2	62 - 108 24.5 - 42.5	70 27.6	400 83	Märkisch-Schlesische Maschinenbau Ges. Berlin 1881	.....	✠	1 C	3.70 12-2	2.87 9-5	3 3	4.32 46	138 1483	6 85	J. W. Klawitter Danzig 1889	Dz. 95 v.c. 93				
36 Lloyd Austriaco	✠	Tr. Exp. (7.00)	3	59 - 99 - 166 23 - 39 - 65	114 45	416 2000 82	Lloyd Austriaco Trieste 1900	.....	✠	2 C	4.50 14 9	3.55 11-8	6 6	10.47 113	431 4634	14 200 11.5-165	Lloyd Austriaco Trieste 1900	Trst. 00				

## CAS

CAS																																													
SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN PIEDS & POUCES	LARGEUR EN PIEDS & POUCES	CREUX EN PIEDS & POUCES	FRANC BORD ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE dela DERNIERE VISITE																											
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	1	2					T. R. U.											8	9	10	11	12	13	14	15	16	17	18																
	DATE DU TERME																													3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																												
✠	37	CAROLINA (ex-Havre), Gilbert. (7.06) 87-05	I	3/3, L C.P.	1.1.	G 4m 3 P-S	3559 2629 3293	Frç	82 V.06	Forges & Chantiers Le Havre	F; hél; 7 comp; spard; R. 25m50; R. R.; 12m20; G. 11m40; 2 p. F; 1 p. PP; grp. 94; rp. 06; car. 7.06.	115.60 379-4	12.20 40-0	9.04 29-8	.....	Le Havre	Hv. 7.06																												
✠	38	CAROLINE, Gaborit. (7.06)	I	3/3, Y A.&C.P.	1.1.	Glt	146 84 126	Frç	06	Hawthorns & Co Ld Leith	A; hél; 5 comp; car. 6.07.	30.48 100-0	6.25 20-6	3.05 10-0	.....	St-Nazaire	Nt. 6.07																												
✠	39	CAROLUS, Törnsten. (4.07)	I	3/3, P	1.1.	Glt	243 176 180	Sds	94 V.07	Thorskogs Mek. Workstad Thorskog	A; hél; 5 comp; D. 10m40; (WB. 90 t; C. A. 4 1/2 t; C. R. 8 t.); 1 p. A; rp. 07; car. 4.07.	31.40 103-0	6.94 22-9	3.50 11-6	.....	Thorskog	Stkh. 4.07																												
.	40	CARTAGENA (ex-Ana-de- Ramos), Orta. (9.00)	I	—	—	Glt 1 P-B	1138 713 987	Esp	70 V.00	Schlesinger, Davis & Co Newcastle o/T.	F; hél; 5 comp; D. 40m86; G. 11m46; (WB. X. 240 t; R. 112 t.); grp. 92; rp-car. 12.02.	69.90 229-5	9.62 31-7	5.25 17-3	.....	Barcelone	Gn. 02																												
✠	41	CARTHUSIAN, Richard. Turrel. (12.05)	I	3/3, L A.&C.P.	1.1.	2 m 1 P-B	4121 2576 3458	Ang	05	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 8m51; G. 12m45; (WB. cell. 1021 t; C. R. 33 t.); 1 p. A.	106.68 350-0	15.57 51-1	7.32 24-0	135 1/2 140	Aberystwyth	N-C. 12.05																												
.	42	CASSIAE (ex-J.-R.-McDo- nald), Moody. (11.01)	10	3/3, G	1.1.	1 m	597 384	Ang	90 re.01	A. Wallace Vancouver (B-C)	P; ch. fr. frg; hél; (sal); sfb.	36.73 120-6	8.74 28-8	2.00 6-7	.....	Vancouver (B-C)	Vev. 5.05 c. v. 5.05																												
.	43	CASTELLACCIO (ex-Phœ- nix), Repetti. (12.04) — 99	II	3/3, M	1.1.	Glt 2 P-S	1077 679 1041	Itl	72 V.05	A. & J. Inglis Glasgow	F; hél; 5 comp; spard; R. R. 3m; R. 3m; (WB; 2 p. P; rp. 04; car. 8.07.	67.25 225-0	9.26 30-5	6.57 21-7	.....	Gênes	Gn. 8.07																												
✠	44	CASTILLIAN-PRINCE, Filmore. (7.06)	I	3/3, L A.&C.P.	1.1.	Glt 2 P-H	2316 1497 1575	Ang	93 V.06	Swan & Hunter Wallsend o/T	A-F; hél; 6 comp; 1/2 awningd.; R. A. 6m10; G. 10m97; (WB. cell. 372 t; C. R. 55 t; C. A. 116 t.); 2 p. A; rp-car. 7.06.	88.54 290 6	11.81 38-9	5.64 18 6	11 14 1/2 16 1/2	Newcastle o/T	N-Y. 7.06																												
.	45	CASTLE; (ex-Tyne-Castle), Chaludier. Blok. (7.05)	I	3/3, P	1.1.	2 m	150 49 144	P-B	93 V.05	Edwards Bros North-Shields	F; hél; 4 comp; 1/2 D. 4m87; 1/2 G. 4m42; 1 p. PP; car. 5.07.	30.78 101-0	6.22 20-5	3.55 11-8	.....	Ymuiden	Am. 5.07																												
.	46	CASTLEGARTH, Lord. (5.06)	I	3/3, L	1.1.	Glt 2 P-A	2615 1673 1987	Ang	92 V.06	J. Readhead & Sons South-Shields	A-F; hél; 6 comp; part awningd.; D. 3m54; 1/2 D. 23m04; R. R. 2m44; R. A. 4m88; (WB. cell. 530 t.); 1 p. A; 1/2 p. F; car. 5.06.	90.95 298-5	12.20 40-1	6.13 20-1	.....	Newcastle o/T	N-C. 5.06																												
✠	47	CASTOR, Romunde. (8.03) ELECTR.	I P. R.	3/3, L A.&C.P.	1.1.	Glt 2 P	1464 910 1210	P-B	95 V.03	Rykee & Co Rotterdam	A; hél; 6 comp; welded; 1/2 D. 23m20; R. 13m30; G. 10m; (WB. 250 t.); 1 p. A; 1 p. P; car. 3.06.	74.67 245-0	10.44 34-3	6.30 20-8	.....	Amsterdam	Am. 3.06																												
✠	48	CASTOR. Knutsson. (4.07)	II	3/3, A	1.1.	Glt 1 P-B	568 429 485	Sds	75 V.07	Lindholmens Mek. Atelier Gothembourg	F; hél; 5 comp; D. 11m; G. 4m; (WB.); p.S; grp-car. 4.07.	50.7 166-4	7.6 25-0	4.58 15-0	.....	Trelleborg	Got. 4.07																												

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	Pression Chaud. princ. Chaud. auxil.	CONSTRUCTEURS					
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces							Diamèt.	Long.				NOMBRE	LIEU & ANNÉE de CONSTRUCTION			
																					EN MÈTRES EN PIEDS ET POUCES	NOMBRE	
10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
37	Chargeurs Réunis	•	Comp. (7.06)	2	104 - 180 41 - 71 PS. 7.06	110 43.3	400 1600 64	Forges & Chantiers Le Havre 1882	Hiv. 7.06	✠	4 C	3.55 11-8	3.10 10-2	8 193	17.92 5140	477 78 6-85	5.5	Forges & Chantiers Le Havre 1894	Hiv. 7.06 v.c. 7.06 P.C. 7.06				
38	Marquise de Montaigu	✠	Comp. (7.06)	2	30 - 63 12 - 25	45 18	36 200 175	Hawthorns & Co Ld Leith 1906	Nt. 6.07	✠	1 C	2.80 9-3	2.65 8-9	2 28	2.60 749	69.60 130	9.1	Hawthorns & Co Ld Leith 1906	Nt. 6.07				
39	Angfartygs-Aktiebolaget « Wisna » (P. Larsson)	✠	Comp. (4.07)	2	33 - 51 13 - 20 PS. n. 4.07	405 16	40 160	Thorskogs Mek. Workstad Thorskog 1894	Stkh. 4.07	✠	1 C	2.31 7-7	2.33 7-8	2 20	1.86			Thorskogs Mek. Workstad Thorskog 1894	Stkh. 4.07 P.C. 4.07 v. c. 4.07				
40	Ruiz y Torres	•	Comp. (9.00)	2	67 - 136 26.4 - 53.5 PS. 12.02	76 30	150 600	Thompson Boyd & Co Newcastle o/T. 1870	.....	•	2 C	3.40 11-2	3.18 10-5	6 215	19.98		5.25 75	La Maquinista Ter- restre & Marítima Barcelona 1892	Gn. 05 v.c. 00				
41	L. J. & R. Mathias	✠	Triple (12.05)	3	66 - 107 - 172 20-42-68	114 45	350 1500 65	W. Doxford & Sons Ld Sunderland 1905	N-C. 12.05	✠	2 C	5.03 16-6	3.42 11-3	6 128	11.90 5340	496 160 7-100	11.2	W. Doxford & Sons Ld Sunderland 1905	N-C. 12.05				
42	Cassiar S. S. Co (J. T. Legg)	•	Comp. (11.01)	2	41 - 81 16 - 32 PS. 5.05	53 21	45 250	Bow Mc Machlan & Co Paisley 1901	Vev. 5.05	•	1 C	3.20 10-6	3.20 10-6	2 35	3.25		8.4 120	Bow Mc Lachlan & Co Paisley 1901	Vev. 5.05				
43	Merli & Lugaro	•	Comp. (1.05)	2	71 - 102 28 - 40 PS. 3.05	91 36	86 308 59	A. & J. Inglis Glasgow 1878	Gn. 8.07	•	1 C	4.20 13-10	3.14 10-4	3 59	5.50 1828	170 71	5	North Eastern Ma- rine Engin. Co Sunderland 1901	Gn. 8.07 P.C. 7.06 v.c. 04				
44	Prince Line Ld (James Knott)	✠	Tr. Exp. (7.06)	3	57 - 93 - 152 22.5 - 36.5 - 60 PS. 11.04	99 39	250 1250	R. Stephenson & Co Ld Newcastle o/T. 1893	N-O. 5.07	✠	2 C	4.41 14-6	3.11 10-2	6 99	9.10 4020	373 160 7-100	11.2	R. Stephenson & Co Ld Newcastle o/T. 1893	N-O. 5.07 v.c. 7.06				
45	Stoomvisserij Maat- schappij « Overijssel »	•	Tr. Exp. (7.05)	3	29 - 44 - 76 11.5-17-30 PS. 8.06	53 21	60 300 104	North Eastern Ma- rine Engine Works Sunderland 1893	Am. 8.06	•	1 C	3.05 10-0	2.89 9-6	2 36	3.30 734	68 160	11.2	North Eastern Ma- rine Engine Works Sunderland 1893	Am. 7.05 v.c. 7.05				
46	The Clapham Steamship Co Ld G. E. Macarthy	•	Tr. Exp. (5.06)	3	58 - 96 - 157 23 - 37.6 - 61.6 PS. 5.06	99 39	250 1200 65	J. Readhead & Sons South-Shields 1892	N-C. 5.06	•	2 C	4.34 14-3	2.94 9-8	6 107	9.95 3190	324 160 5.6-80	11.2	J. Readhead & Sons South-Shields 1892	N C. 5.06 P.C. 5.06 v.c. 5.06				
47	Koninklijke Nederland- sche Stoomboot Maat- schappij	✠	Tr. Exp. (8.03)	3	48 - 81 - 180 19 - 32 - 51 PS. 11.04	91 36	750 75	Nederlandsche Stoomboot Mij Rotterdam 1895	Am. 8.05	✠	2 C	3.66 12-0	3.02 9-11	6 85	8.27 2692	242 160 5.6-80	11.25	Nederlandsche Stoomboot Mij Rotterdam 1895	Am. 8.05 v.c. 03 P.C. 8.05				
48	Trelleborgs Ångfar- tygs Nya Aktiebolag. (Fr. Malmros)	•	Comp. (4.07)	2	40 - 84 15.5 - 33.1 PS. 4.07	69 27.2	70 210	Lindholmens Mek. Atelier Göteborg 1875	Got. 4.07	•	1 C	3.00 9-10	2.72 8-11	2 33	3.07 6.3-90		4.9 70	Lindholmens Mek. Atelier. Göteborg 1887	Hbg. 7.07 P.C. 4.07 v.c. 4.07				



## CHA

CHAS.			SHIPS AND CAPTAINS			CLASSIFICATION			RIG		NUMBER OF DECKS		TONNAGE		FLAG		YEAR OF BUILDING		BUILDERS		MATERIALS		PROPPELLER		WATERTIGHT COMPARTMENTS		ERECTIONS ON DECK		WATERBALLAST, DECKS		REPAIRS		LENGTH		BREADTH		DEPTH		FREE BOARD		SUMMER		WINTER		W.N.A.		PORT		LAST													
DATE OF CAPTAIN'S CERTIFICATE			AND PRESENT COMMAND			DATE OF TERM			1			2			3			4			5			6			7			8			9			10			11			12			13			14			15			16			17			18		
1			2			3			4			5			6			7			8			9			10			11			12			13			14			15			16			17			18											
49			CATANIA, <i>Brown</i> . (9.07)			I			3/3, L			1.1.			2m			3269			Amr			S1			07			A. Stephen & Sons			F; <i>hél</i> ; 12 comp; <i>shelter deck</i> ; rp-car. 10.07.			93.67			10.84			6.86			.....			Port-Arthur			S-F. 10.07											
50			CATHRINE, <i>Olsen</i> . (4.00)			I			—			—			Glt			142			Dan			00			Kjöbenhavns Flyde-			A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 8m00; (WB. C. R. 3 t.; A. 11 t.) p. F.			30.33			5.95			2.81			.....			Copenhagen			Cph. 00														
51			CATINA ( <i>ex-Sirius</i> ), <i>Andreadis</i> . (3.05)			II			3/3, G			1.1.			G3m			597			Gre			71			05			Scott & Co			F; <i>hél</i> ; 6 comp; grp 90; rp 97; car. 7.07.			61.41			7.50			4.88			.....			Syra			Gltz. 7.07											
52			CAYENNE, ..... (9.01)			I			—			—			—			81			Frç			01			Werf Conrad			A; 5 comp; p. A.			20.00			4.20			2.20			.....			Caumia			Am. 01														
53			CELEBES, <i>Koops</i> . (9.07)			I			3/3, L			1.1.			4 m			5951			P. B			07			Furness, Withy & Co			A; <i>hél</i> ; 7 comp; <i>awning deck</i> ; $\frac{1}{2}$ G. 12m65; (WB. <i>cell</i> . 37 t.; C. R. 19 t.; C. N. 124 t.); 3 p. A.			120.09			15.60			8.13			44½			Amsterdam			N-C. 9.07														
54			CELESTE ( <i>ex-Citta-di-Bar-</i> <i>letta</i> ), <i>Fisher</i> . (8.07)			II			3/3, A			1.1.			Glt			678			Ang			75			07			Craggs & Sons			F; <i>hél</i> ; 5 comp; <i>well</i> ; $\frac{1}{2}$ D. 20m80; R. 14m40; G. 8m20; (WB. A. 54 t.; R. 57 t.); grp. 96; rp. 07; car. 8.07.			55.77			8.54			4.45			15.0			Cardiff			Card. 8.07											
55			CELTE, <i>Lainé</i> . (9.02)			I			—			—			Glt			908			Frç			93			03			Sunderland Ship-			A-F; <i>hél</i> ; 5 comp; <i>well</i> ; $\frac{1}{2}$ D. 21m64; R. 15m69; G. 8m54; R. A. 4m27; (WB. <i>cell</i> . 158 t.; C. R. 8 t.; C. N. 24 t.); 1 p. A; rp. 03; car. 7.05.			64.01			9.44			4.70			==			Brest			Rx 7.05											
56			CEREA, <i>Moinari</i> . (10.00)			I			—			—			Glt			4295			Itl			00			Hoffer Manaira & Co			A; <i>hél</i> ; 7 comp; R. 32m90 (WB. 950 t.); 3 p. A; rp-car. 12.02.			99.07			14.55			9.55			==			Gènes			Hbg 02														
57			CERES, <i>Böhmer</i> . (5.06)			II			3/3, G			1.1.			Glt			641			Alm			74			06			Actien-Gesellschaft			F; <i>hél</i> ; 5 comp; <i>spard</i> ; R. 10m05; (WB. <i>calc</i> A. 74 t.; 1 p. F; rp-car. 5.06.			57.90			7.62			3.50			.....			Bremen			Wes. 5.06											
58			CHALOUPE-A-VAPEUR, ..... (8.04)			I			3/3, R			1.1.			—			26			Frç			04			Dubigeon			A; <i>hél</i> ; 4 comp; R. 2m, 1m50 & 2m50.			16.00			3.60			1.60			.....			Nantes			Nt. 04														
59			CHARITÉ, <i>Layet</i> . (12.00)			I			—			—			Glt			130			Frç			00			Sté de Constructions			A; <i>hél</i> ; 6 comp; (WB. 7 t.); car. 7.03.			27.26			6.02			3.32			.....			Dieppe			Dp. 03														
60			CHARLES, <i>Godebert</i> . (8.90)			I			—			—			Glt			794			Frç			86			00			The Strand Shipway			A; <i>hél</i> ; 5 comp; <i>well</i> ; $\frac{1}{2}$ D. 25m; R. 15m54; G. 8m23; (WB. <i>cell</i> . 211 t.; C. N. 30 t.; C. R. 30 t.; $\frac{1}{2}$ p. A; rp. 91; car. 9.93			64-0			9.4			4.27			.....			Brest			Dk. 98											

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY
		DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION				
				DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES						Diameter — IN METERS IN FEET AND INCHES		Length — IN METERS IN FEET AND INCHES	NUMBER			heating surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
49 J. M. Guffey Petroleum Co	.	Comp. (10.07)	2	89 - 165 35 - 65 PS.n.10.07	107 42	1200	A. Stephen et Sons Glasgow 1881	S-F 10.07	.	2 C	3.81 12-6 oil burn	3.28 10-9 ing appl	6 92 ances.	319 3435 5.6-80	5 6 80	A. Stephen & Sons Glasgow 1881	S-F. 10.07 v.c.10.07 P.C.10.07			
50 E. A. Foss	✠	Comp. (4.00)	2	27 - 53 10.5 - 21	35 14	22 95 140	Kjöbenhavns Flyde- dok & Skibsværft Copenhagen 1900	.....	✠	1 C	2 21 7-3	2 23 7-4	1 12	37.15 400	8.4 120	Kjöbenhavns Flyde- dok & Skibsværft Copenhagen 1900	Cph. 00			
51 D. Andreadis	.	Comp. (3.05)	2	53 - 107 21 - 42 PS.n.8.03; v. 3.05	91.4 36	90 360	Scott & Co Greenock 1871	Gltz 7.07	.	1 R	2.56 8-5	3.05 10-0	3 40	122 1293	4.22 60	H. Jonker & Zn Amsterdam 1893	Gltz 7.07 v.c. 3.05			
52 Gouvernement Français	✠	Comp. (9.01)	2	20 - 33 8 - 13	20 8	6 25 200	Gebr. Stork & Co Hengelo 1901	.....	✠	1 C	1.70 5-7	2.25 7-5	1 8	0.73 215	6.3 90	Gebr. Stork & Co Hengelo 1901	Am. 01			
53 Stoomvaart Maatschap- pij « Nederland »	✠	Triple (9.07)	3	67 - 109 - 183 26.5-43-72	122 48	458 2500 72	Richardsons, West- garth & Co (Ld) W.-Hartlepool 1907	N.C.9.07	✠	3 C	4.27 14-0	3.42 11-3	9 152	605 6502	12.6 180 12.6-180	Richardsons, West- garth & Co (Ld) W.-Hartlepool 1907	N.C.9.07			
54 E. Jenkins & Co	.	Comp. (8.07)	2	62 - 115.5 24.5 - 45.5 PS.n.03; v. 8.07	76 30	80 350 71	Blair & Co Stockton o/T. 1875	Card. 8.07	.	1 C	4.06 13-4	2.74 9-0	4 62	5.75 1467	136 70 5.6-80	Blair & Co Stockton o/T. 1875	Card. 8.07 P.C. 8.07 v.c. 8.07			
55 Chevillotte frères	✠	Tr. Exp. (9.02)	3	47 - 76 - 125 18.5 - 30 - 49 PS.7.05	84 33	150 770 80	North Eastern Ma- rine Engs Co Ld Sunderland 1893	Bx 7.05	✠	1 C	4.57 15-0	3.20 10-6	3 63	5.85 2130	11.2 160 5.6-80	North Eastern Ma- rine Engs Co Ld Sunderland 1901	Bx 7.05 v.c.03 P.C. 7.05			
56 Nav. Alta Italia	✠	Tr. Exp. (10.00)	3	61 - 102 - 168 24 - 40 - 66 P.S.12.02	122 48	315 1600 65	Th. Richardson & Sons Ld Hartlepool 1900	.....	✠	2 C	4.49 14-9	3.50 11-6	6 114	10.59 4707	12.6 180 7-100	Th. Richardson & Sons Ld Hartlepool 1900	Hbg 02			
57 Dampfschiffahrts-Ge- sellschaft « Neptun »	.	Comp. (5.06)	2	43 - 75 17 - 29.5 PS. 5.06	57 22.5	60 200	Actien-Gesellschaft Weser. Bremen 1874	Wes 5.06	.	1 C	3.10 10-2	2.66 8-9	2 29	87.70 944	5 71	Actien-Gesellschaft Weser. Bremen 1888	Wes. 5.06 P.C. 5.06 v.c. 5.06			
58 Ministère des Colonies	✠	Comp. (8.04)	2	18 - 31 7 - 12	19 7.5	17 68 330	E. Brissonneau & C. Lotz Nantes 1904	Nt. 04	✠	1 C	0.86 2-10	1.48 4-10	1 13	1.20 32	3.00 143	E. Brissonneau & C. Lotz Nantes 1904	Nt. 04			
59 Vve Lecat.	✠	Tr. Exp. (12.00)	3	25 - 40 - 66 10 - 16 - 26	51 20	62 250	Sté de Constructions mécaniques Boulogne-s/M. 1900	.....	✠	1 C	3.03 9-11	3.00 9-10	2 31	85.50 919	12 170	Caillard & Co Havre 1901	Hv. 01			
60 Chevillotte frères	✠	Tr. Exp. (6.86)	3	44-73.5-119 17.5 - 29 - 47	84 33	120 480	North-Eastern Mari- ne Engineering Co Ld Sunderland 1886	.....	✠	1 C	4.11 13 5	3.12 10-3	3 52	4.83 1802	167 160	North-Eastern Mari- ne Engineering Co Ld Sunderland 1894	N-C. 94 v.c. 90			

CHA																								
SURVEILLANCE SPECIAL	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈEMENT NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR				LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRANC ETÉ HIVER H.A.N.	PORT D'ARMEMENT	LIEU et DATE dela DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.			PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS										
	DATE DU TERME							U.																
	1	2	3	4	5	6		7	8			9	10	11	12	13	14							15
✝	61	CHARLES-BEATTY,..... ELECTR. (6.02)	■	—	—	2 m	986 814	Amr	02	Craig Shipbuilding Co Toledo	A; hél; 4 comp; welldeck; D; G.	64.44 211-5	12.31 40-5	4.06 13-4	.....	Cleveland	Clv. 02							
✝	62	CHARLES-S.-HEBARD, ELECTR. (4.06)	■	3/3, Lakes	1.1.	—	6291 4854	Amr	06	American Shipb. Co Cleveland	A; hél; 4 comp; (WB. DB. & Side tanks).	153.57 504-0	16.46 54-0	9.14 20-0	.....	Fairport (O.)	Clv. 4.06							
✝	63	CHARLES-HARDOUIN, Perben. (5.07) ELECTR.	■	3/3,R A.C.&P.	1.1.	— 3 P-II	1671 909	Frç	03 V.07	Cie Française de Constructions Na- vales Nantes	A; 2 hél; 5 comp; awningd; R. 9m35 & 4m; rp.06; car.5.07.	67.85 222-8	11.61 38-1	6.09 20-0	.....	Canton	H-K.5.07							
✝	64	CHARLES-LE-COUR, Le Testu. (8.07) 96-04	■	3/3,L A.&C.P.	1.1.	2 m 1 P-B	1425 1939	Frç	03 V.07	Chantiers Nantais Nantes	A; hél; 7 comp; D. 5m90; pont sur- élevé 26m84; G.8m80; (WB.cell.485t.); rp.07; car.8.07.	85.14 282-8	12.36 40-7	5.96 19-6	33 36 1/2 39	Nantes	Nt. 8.07							
✝	65	CHARLES-M.-WARNER, ELECTR. (5.03)	■	3/3, Lakes	1.1.	2 m 1 P-B	3812 2733	Amr	03	Chicago Shipbuild- ing Co Chicago	A; hél; 5 comp; (WB.cell.); R. R; 1/2 G.	112.77 370-0	14.62 48-0	7.32 24-0	.....	Oswego	Clv. 03							
✝	66	CHARLES-NELSON, An- ELECTR. derson. (6.98) (3/3, G. 1.1.)	14	...	...	Glt 1 P-B	1057 802	Amr	98	Hay & Wright Alameda (Cal.)	P; hél; ch. m-frg; (sal); sfb.	59.74 196-0	11.47 37-8	3.86 12-8	.....	San-Francisco	S-F. 03 c.v.03							
✝	67	CHARLES-PHILIPPE, Caric. (4.07)	■	3/3,P	1.1.	Glt	72 18 67	Frç	92 V.07	A. Dubigeon Nantes	A; hél; 5 comp; p.PP; rp-car.4.07.	26.20 86-0	5.21 17-1	2.32 7-8	.....	Nantes	Nt. 4.07							
✝	68	CHARLES-ROUXIN, .....	■	3/3,P	1.1	Canot	12	Frç	05	Blasse Chantenay	A; hél.	13.00 42-8	2.80 9-2	1.40 4-7	.....	St-Malo	Nt. 6.05							
✝	69	CHARLES-S.-NEFF, .....	■	—	—	2 m	992 800	Amr	01	Jenks Shipbuilding Co Port-Huron	A; hél; 4 comp.	60.96 200-0	11.58 38-0	3.50 11-6	.....	Milwaukee	Clv. 01							
✝	70	CHARLES-TIBERGHIEH, ELECTR. Ladoire. (6.04) 99-03	■	3/3,L	1.1.	Glt 3 P	4734 3440	Frç	00 V.04	Chantiers de Nor- mandie Rouen	A-F; hél; 8 comp; R. 28m67; (WB. 780 t.); 2 p. F; 1 p. PP; rp-car.9.07.	109.72 360-0	14.63 48-0	7.16 23-6	.....	Dunkerque	Dk. 9.07							
✝	71	CHARLOIS, .....	■	—	—	G 3 m 2 P-T	2677 1919 2584	P-B	88 V.01	Russell & Co Greenock	A-F; hél; 15 comp; D. 28m34; R. 26m21; G. 9m14; (WT. cale R. 104 t; cale A. 115 t; C. R. 92 t; C. A. 32 t.); 2 p. F; rp- car.6.01.	94.6 310-3	12.5 41-1	8.26 27-1	.....	Rotterdam	Rd. 01							
✝	72	CHARLOTTE, Duhamel. ELECTR. — - 02 (12.04) Chalutier.	■	3/3,P A.&C.P.	1.1.	Kt	91 210	Frç	00 V.04	Earle's Shipbuilding & Engineering Co Ltd Hull	A; hél; 4 comp; (WB. cale 26 t.); p.PP. car.12.04.	38.41 126-0	6.71 22-0	3.40 11-2	.....	Boulogne s/Mer	Blg. 04							

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIAL	MACHINES										SURVEILLANCE SPECIAL	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons en pouces	Force nominale des cylindres en chevaux vapeur	Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE		TYPE	ENVELOPPE		NOMBRE	FOYERS		PRESSION en atmosph. prim. Chaud. auxil.	CONSTRUCTEURS	DATE DE VISITE DES CHAUDIÈRES			
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	EN CENTIMÈTRES EN POUCES								Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES		sur grille en mèt. carr. en p. carr.	sur de chauffe en mèt. carr. en p. carr.						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41			
61	Volunteer Transporta- tion Co	✠	Tr. Exp. (6.02)	3	38 - 64 - 107 15 - 25 - 42	91 36	900 90	Craig Shipbuilding Co Toledo 1902	.....	✠	2 C	3.35 11-0	3.05 10-0	4	7.81 84	—	12.6 180	Marietta Boiler Works Marietta (O.) 1902	Clv. 02						
62	Wilson Transit Co	✠	Triple (4.06)	3	60 - 97 - 160 23.5-38-63	107 42	1760 83	American Shipb. Co Cleveland 1906	Clv. 1.06	✠	2 C	4.42 14-6	3.50 11-6	6	10.70 115	502 5400	12.6 180	American Shipb. Co Cleveland 1906	Clv. 4.06						
63	Cie Française des Indes & de l'Extrême-Orient	✠	2 Tr. Exp. (5.07)	6	55 - 55 - 90 14-22-35.5 PS.11.06	55 22	275 1100 150	Cie de Constructions Navales Lyon 1903	H.K. 5.07	✠	2 Système Ni clausse	14.24 153	363 3892	15 240	Nichausse & Co Paris 1903	H.K. 5.07 c.v.5.07									
64	Chargeurs de l'Ouest	✠	Tr. Exp. (8.07)	3	59 - 92 - 153 23-36-60.5 PS.8.07	100 39.5	300 1200 80	Schneider & Co Creusot 1903	Nt. 8.07	✠	2 C	3.40 11-2	3.08 10-1	6	10.20 110	285 3064	11 157 11-157	Schneider & Co Creusot 1903	Nt. 8.07 P.C.8.07 v.c.8.07						
65	United States Transporta- tion Co	✠	Tr. Exp. (5.03)	3	51 - 85 - 131 20 - 33.5 - 55	102 40	1200 90	Chicago Shipbuild- ing Co Chicago 1903	.....	✠	2 C	3.81 12-6	3.50 11-6	4	7.16 77	341 3670	12 170	American Shipbuild- ing Co Cleveland 1903	Clv. 03						
66	Charles Nelson	•	Tr. Exp. (6.98)	3	38 - 64 - 108 15-25.2-42.5 PS.8.03	76 30	890 117	Fulton Eng. & Shipb. Work San-Francisco 1898	.....	•	2 C	Babcock & Wilcox	2	8.74 94	—	14 200 7.7-110	Babcock & Wilcox Co New-York 1898	S-F. 03							
67	Ch. Lechat & Co	✠	Comp. (4.07)	2	35 - 60 13.8 - 23.6	42 16.6	40 160 185	J. Voruz aîné Nantes 1892	Nt. 4.07	✠	1 C	2.50 8-2	2.35 7-9	2	2.20 24	60 645	6 85	Cie Gle Transatlan- tique St-Nazaire 1892	Nt. 4.07 v.c.4.07						
68	Fichet & Co	•	.....	.....	Moteur auto mobile.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
69	Sam. Neff & Sons	✠	Comp. (6.01)	2	56 - 112 22 - 44	76 30	600 90	Jenks Shipbuilding Co Port-Huron 1901	.....	✠	1 C	3.35 11 0	3.66 12 0	2	4.32 46.5	148 1600	8.8 125	Jenks Shipbuilding Co Port-Huron 1901	Clv. 01						
70	Charles Tiberghien (Tourcoing)	✠	Tr. Exp. (6.04)	3	61 - 102 - 163 24 - 40 - 64 PS.n.9.07	114 45	305 1500 65	Caillard & Co Le Havre 1900	Dk. 9.07	✠	2 C	4.88 16-0	3.43 11-3	6	12.66 147	468 5032	11.2 160 8-114	Caillard & Co Le Havre 1900	Dk. 9 07 v.c.04 P.c.04						
71	American Petroleum Co	✠	Tr. Exp. (6.01)	3	56 - 91.4 - 147 22 - 36 - 58	107 42	250 1000	D. Stewart & Co Glasgow 1888	.....	✠	2 C	4.27 14-0	3.20 10 6	6	11.15 120	—	11.2 160	D. Stewart & Co Glasgow 1888	Rd. 01 v.c.01						
72	A. & G. Vidor Frères & Co	✠	Tr. Exp. (12.04)	3	33 - 56 - 91 13 - 22 - 36 PS.n.12.04	61 24	476 112	Earle's Shipbuilding & Engineering Co Ltd Hull 1900	Blg 04	✠	1 C	3.76 12-4	3.05 10-0	2	3.53 38	122 1315	18.3 190	Amos & Smith Hull 1907	Hull 6.07 v.c.04						



CHR

SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG		NUMBER OF DECKS		TONNAGE		FLAG		YEAR OF BUILDING		BUILDERS		PORT OF BUILDING		MATERIALS			PROPELLER			WATERTIGHT COMPARTMENTS			ERECTIONS ON DECK			WATERBALLAST, DECKS			REPAIRS			LENGTH			BREADTH			DEPTH			FERN			BOARD			PORT			LAST																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		HEATING surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION				
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES							Diamet.	Length	NUMBER	IN METERS IN FEET AND INCHES			IN METERS IN FEET AND INCHES	IN METERS IN FEET AND INCHES			
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
73	Hamburg-Amerik. Packettf. Act. Ges.	•	Tr. Exp. (11.94)	3	65 - 104 - 170 25.5 - 41 - 67	107 42	375 1700 78	R. Stephenson & Co Newcastle o/T. 1890	.....	•	2 CD	4.11 13-6	5.03 16-6	12	16.63 179	511 5500	11.2 160	R. Stephenson & Co Newcastle o/T. 1890	11bg 94 v.c. 94				
74	N. Mihanovich & Co	✚	Tr. Exp. (12.04)	6	28 - 46 - 76 11 - 18 - 30	56 22	90 800 155	Muir & Houston Glasgow 1904	B-A.7.05	✚	2 C	3.50 11-6	3.05 10-0	4	6.31 68	201 2160	13 185	Muir & Houston Glasgow 1904	B-A.7.05				
75	Republic Steamship Co	✚	Tr. Exp. (5.95)	3	51 - 84 - 137 20 - 33 - 54	102 40	1150	Cleveland Shipbuilding Co Cleveland (Ohio) 1895	.....	✚	2 C	3.76 12-4	3.81 12-6	8	9.70 104	337 3622	11.92 170	Cleveland Shipbuilding Co Cleveland (Ohio) 1895	Chg. 95				
76	Pacific Mail Steamship Co	✚	Tr. Exp. (9.03)	3	102 - 168 - 269 40 - 66 - 106 PS. 9.03	183 72	5500	Fairfield Shipb. & Engineering Co Glasgow 1889	S-F. 03	✚	6 CD	4.18 13-9	5.13 16-10	36	73.58 792		11.2 160	Fairfield Shipb. & Engineering Co Glasgow 1889	S-F. 03 P.C. 03				
77	G. Wilkens	•	Comp. (10.00)	2	56 - 102 22 - 40	69 27	100 78	J. Readhead & Sons South-Shields 1877	.....	•	1 C	3.73 12-3	3.35 11-0	2	3.34 36	149 1600	5.6 80 3.5-50	Earle's Shipbuild. & Engin. Co Ltd Hull 1884	Hull 00 v.c.00				
78	Arnold Transit Co	✚	Tr. Exp. (6.00)	3	51 - 81 - 140 20 - 32 - 55	76 30	1000 120	Craig Shipbuilding Co Toledo 1900	.....	✚	4 WT	2.74 9-0	2.74 9-0	6	20.46 220	595 6400	14 200	Roberts Safety WT. Boiler Co Red Bank 1900	Clv. 00				
79	Chargeurs Réunis	✚	Tr. Exp (10.06)	3	82 - 130 - 209 32 - 51 - 82 PS. n. 10.06	125 49	700 2800 70	Forges et Chantiers de la Méditerranée La Seyne 1898	Mis. 10.06	✚	6 C	3.80 12-6	3.30 10-10	18	35.00 376	980 10548	10 142 10-142	Forges & Chantiers de la Méditerranée La Seyne 1898	Mis. 10.06 P.C.10.06 v.c.10.06				
80	Adr. Hallier	✚	Comp. (7.02)	2	33 - 53 13 - 21	45 17.7	50 200 200	Gebr. Stork & Co Hengelo 1902	.....	✚	1 C	2.70 8-10	2.90 9-6	2	2.65 28-5	80 860	7.23 103	Gebr. Stork & Co Hengelo 1902	Am. 02				
81	Gouvernement Coréen	✚	Comp. (3.00)	2	60 & 110 23.7 - 43.2	76 30	100 400 85	A. Borsig Berlin 1885	.....	•	2 C	2.82 9-3	2.90 9-6	2	4.65 50	143 1538	6.33 90 5.3-75	Mitsu Bishi Dock Yard & Engine Works Nagasaki 1896	Shg. 00 v.c.00				
82	Norddeutscher Lloyd	✚	Tr. Exp. (2.01)	3	56 - 91.4 - 145 22 - 36 - 75 PS. 2.03	107 42	250 1300	Fairfield Co Glasgow 1888	.....	✚	2 C	4.11 13-6	2.89 9-6	6	10.87 117		10.5 150	Fairfield Co Glasgow 1888	H-K. 03 v.c.01				
83	Norddeutscher Lloyd	✚	Tr. Exp. (3.00)	3	56 - 91 - 145 22 - 36 - 57	107 42	250 1350 90	The Fairfield Shipb & Engs Co Ltd Glasgow 1896	.....	✚	2 C	4.11 13-6	2.94 9-8	6	10.80 117	316 3398	11.2 160 11.2-160	The Fairfield Shipb & Engs Co Ltd Glasgow 1896	H-K. 00 v.c.00				
84	Det Forenede Dampskibsselskab	✚	Triple (1.06)	3	42 - 69 - 115 16.5 - 27-45 PS. 8.07	84 33	130	Burmeister & Wain Copenhagen 1889	Cph.1.06	✚	1 C	4.34 14 3	3.20 10-6	3	6.03 65	172 1851	10.5 150 6.3-90	Burmeister & Wain Copenhagen 1889	Cph.8.07 P.C.8.07 v.c.1.06				

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉEMENT — NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	(FRANC ETE) BORD HIVER B.A.N.	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME							T. R. U.	PORT DE CONSTRUCTION			COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES EN PIEDS & POUCHES							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18				
✠	85	CHR.-CHRISTENSEN. <i>Rasmussen.</i> (8.97)	✠ P. R.	3/3, L A.&C.P.	1.1.	2 m	1461 911 1187	Dan	03 V.07	Flensb. Schiffbau Gesellschaft Flensburg	A; hél; 5 comp; D. 4m57; 1/2 D. 22m56; R. 32m92; G. 8m23; (WB. cell. 480 t.; C.A. 40 t.; C.A.R. 25 t.); rp.07; car.8.07.	76.31 250-4	11.34 37-3	5.11 16-9	12 14 1/2 16 1/2	Copenhague	Cph.8.07				
.	86	CHRISSI, <i>Loubechin.</i> (10.04)	✠	3/3, P	1.1.	2 m	463 303 445	Rss	re.04	Forges & Chantiers Syra	A-F; 2 hél; 6 comp; R. 3m & 5m50.	55.16 181-0	7.47 24-6	3.18 10-5	.....	Rostoff-s/Don	Syra 04				
✠	87	CHRISTIANIA ( <i>ex-Baum- wall</i> ), ..... (8.94)	✠ P.R.	—	—	B-G 2 P-B	2816 1748 2637	Alm	90 V.94	Blohm & Voss Hamburg	A; hél; 7 comp; D. 6m; R. 20m50; G. 9m50; (WB. cell. 500 t.); 2 p. A.; rp- car. 6.95.	100.69 330-4	12.50 41-3	7.83 25-8	.....	Hamburg	Hbg 97				
✠	88	CIMBRIA, <i>Skov.</i> (5.06) ELECTR.	✠ P. R.	3/3, G	1.1.	Glt 2 P-H	1056 552 655	Dan	98 V.06	Lobnitz & Co Ld Renfrew	A; hél; 5 comp; <i>avonngd</i> ; R. R. 3m96; R. 7m92; (WB. cell. 125 t.; C. A. R. 16 t.; C. N. 22 t.); 2 p. PP; rp.06; car.4.07.	65.53 215-0	9.78 32-1	4.60 15-1	.....	Aalborg	Cph.4.07				
✠	89	CINTRA, ..... (4.96)	✠	—	—	Glt 2 P-S	1440 711 1012	Alm	88 V.96	Henry Koch Lübeck	F; hél; 5 comp; <i>spard</i> ; R. 18m00; (WB. E. & B. 40 t; WT. 215 t; C. R. 10 t.; 1 p. S; 1 p. F; rp.94; car.7.98.	63.35 20710	9.04 29-8	3.93 20-9	.....	Oldenburg	Hbg 98				
.	90	CIRAGES-FRANÇAIS ( <i>ex- Patrator</i> ), <i>Segulo.</i> (5.05)	✠	3/3, G A.&C.P.	1.1.	Glt	633 375 464	Frç	91 V.05	R. Craggs & Sons Middlesbro'	A-F; hél; 5 comp; <i>welld</i> ; 1/2 D. 30m70; R. 5m71; G. 6m80; (WB. R. 80 t; C. A. 30 t; C. A. R. 25 t.); 1 p. F; rp.06; car.7.07.	54.90 180-1	8.23 27-0	4.03 13-3	.....	Hennebont	Card 7.07				
✠	91	CIRCASSIAN-PRINCE, <i>Ball</i> ELECTR. 72-02 (5.01) Petrol. in bulk or dry cargoes.	⊖	—	—	G 3m 2 P-T	2258 1153 2205	Ang	89 V.01	C. S. Swan & Hunter Wallsend	A-F; hél; 11 comp; R 38t; (WB. E. & B. 180t; C. A. 56 t; C. A. R. 54 t.); 1 p. A.; 1 p. F; grp.90; rp.93; car.9.02.	82.90 272-0	11.61 38-1	7.96 26-1	==	Londres	N-C. 02				
✠	92	CIRCASSIE, <i>Pecout.</i> (8.04)	✠	3/3, L A.&C.P.	1.1.	Bk 2 P-B	2185 1392 2016	Frç	90 V.04	Gourlay Bros & Co Dundee	A; hél; 7 comp; D. 17m68; R. 8m53; G. 8m53; (WB. cell. 336 t.); 2 p. A.; grp. 01; car. 5.07; rp. 05.	96.01 315-0	11.47 37-8	6.79 22-3	.....	Marseille	Mis. 5.07				
✠	93	CIRCÉ, <i>Le Musson.</i> 99-04 (12.03)	✠	3/3, G A.&C.P.	1.1.	2 m	1258 512 869	Frç	03	Sunderland Shipbg. Co Ld Sunderland	A; hél; 5 comp; <i>welld</i> ; 1/2 D. 25m16; R. 15m21; G. 5m64; (WB. cell. 307 t; C. N. 56 t; C. A. R. 50 t.); rp.07; car.7.07.	70.10 230-0	10.36 34-0	4.80 15-9	18 20 23	Caen	N-C. 7.07				
.	94	CITO ( <i>ex-Riga-Lübeck</i> , <i>Kunstmann.</i> (9.05) 85-05	✠	3/3, P	1.1.	Glt	279 194	Rss	70 V.05	Norddeutsche Werfte Kiel	F; hél; 5 comp; alg. 88.76, D. 9m14; G. 9m14; car.7.93; p. P. 94; grp.94; rp-car. 9.07.	46.8 153-7	6.2 20-6	2.95 9-8	.....	Windau	Riga 9.07				
✠	95	CITTA-DI-GENOVA ( <i>ex-Mat- teo-Bruzzo</i> ), <i>de Barbieri.</i> ELECTR. (4.00)	✠	—	—	B-G 3m 3 P-S	3918 2542 3679	Itl	83 V.00	Forges & Chantiers La Seyne	A-F; hél; 7 comp; <i>spard</i> ; R. R. 3m70; R. 30m; R. A. 1m78; G. 16m20; 2 p. T; 1 p. PP; rp-car. 10.03.	118.30 388-0	12.80 42-0	9.17 30-1	.....	Genes	Gn. 03				
.	96	CITY-OF-AMSTERDAM, <i>Harris.</i> (9.07)	✠	3/3, M	1.1.	2 m 2 P	823 503 710	Ang	77 V.07	Richardson, Duck & Co Stockton-on-Tees	F; hél; 5 comp; D. 10m05; R. 8m85; G. 9m15; (WB. 220 t; C. A. R. 9 t.).	67.17 220-5	9.20 30-2	1.72 15-6	.....	Liverpool	Alx. 9.07				

N. B. Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	PRESSION	CONSTRUCTEURS							
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces					Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES			Lieu & ANNÉE de CONSTRUCTION	Lieu & ANNÉE de CONSTRUCTION						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
85	Svendson & Christensen	✠	Tr. Exp. (8.07)	3	48 - 81 - 135 19 - 32 - 53 PS. 8.07	91 36 750 65		Flensb. Schiffbau Ges. Flensburg 1903	Cph. 8.07	✠	2 C	3.85 12-8	3.00 9-10	4	5.56 60	279 3000	12.6 180	Flensb. Schiffbau Ges. Flensburg 1903	Cph 8.07 v.c. 8.07				
86	Caralambo Theophanis	.	2 Comp. (10.04)	4	36 - 72 14 - 28	61 24 65 90		Lobnitz & Co Renfrew ...	Syra 04	.	1 C	3.52 11-7	2.76 91	2	3.60 39	88 946	4.2 60	Lobnitz & Co Renfrew ...	Syra 04 v.c. 04				
87	Hamburg-Amerik. Pac- ketf.-Act.-Ges.	✠	Tr. Exp. (8.94)	2	61 - 97 - 160 24 - 38 - 63	107 42 1350 65		Blohm & Voss Hamburg 1890	.....	✠	2 C	4.42 14-5	3.57 11-8	6	12.08 130		11.6 165	Blohm & Voss Hamburg 1890	Hbg 94 v.c. 94				
88	Det Forenede Damp- skibs-Selskab (à Copen- hague)	✠	Tr. Exp. (5.06)	3	48 - 81 - 130 19 - 32 - 51 PS. 4.07	99 39 1050 107		Lobnitz & Co Ld Renfrew 1898	Cph. 4.07	✠	2 C	4.03 13-3	3.05 10-0	6	10.00 108	254 2740	12.3 175 7-100	Lobnitz & Co Ld Renfrew 1898	Cph. 4.07 P.c. 4.07 v.c. 5.06				
89	Oldenburg-Portugiesi- sche Dampfschiffs- Rhederei-Act.-Ges.	✠	Tr. Exp. (4.96)	3	42.8 - 65 - 102 16.5 - 25.6 - 40.2	70 27.6 440 90		H. Paucksch Landsburg o' W. 1888	.....	✠	2 C	2.70 8-9	2.85 9-3	4	6.30 68	152 1634	10 143	Henry Koch Lubeck 1888	Hbg 98 v.c. 96				
90	Société Générale des Ci- rages Français	.	Tr. Exp. (8.05)	3	35.5 - 57 - 91.4 14 - 22.5 - 36 PS. n. 7.07	68.6 27 420 90		Gourlay Bros. Dundee 1891	Card. 7.07	✠	1 C	3.50 11-6	3.20 10-6	3	3.58 40	98 1076	11.2 160 5.6-80	Lindsay, Burne & Co Glasgow 1905	Card. 9.05 v.c. 9.05 P.c. 9.05				
91	W. Keswick	✠	Tr. Exp. (8.01)	3	52 - 85 - 140 20.5 - 33.5 - 55 PS. 9.02	91.4 36 1050 82		North Eastern Ma- rine Engin. Co Ld Wallsend o/T. 1889	.....	✠	2 C	3.73 12-3	3.15 1-04	0	7.80 84	256 2760	11.2 160 7-100	North Eastern En- gineering Co Ld Wallsend o/T. 1889	N-C. 02 v.c. 01				
92	Cie de Navigation Maro- caine & Arménienne (N. Paquet & Co)	✠	Tr. Exp. (8.04)	3	63.5 - 102 - 162 25 - 40 - 64 PS. n. 02; v. 8.06	114 45 1700		Gourlay Bros & Co Dundee 1890	Mrs. 8.06	✠	2 CD	3.66 12-0	4.88 16-0	8	14.58 157		11.2 160	Gourlay Bros & Co Dundee 1890	Mrs. 7.06 v.c. 04 P.c. 04				
93	Société Navale Caen- naise (G. Lamy & Co)	✠	Tr. Exp. (11.03)	3	46 - 76 - 124 18 30 19 PS. 8.07	84 33 850 79		I. S. Vaux & Co Ld Sunderland 1903	N-C. 10.06	✠	1 C	4.96 16-3	3.05 10-0	4	7.30 79	249 2678	12.6 180 7-100	R. Stephenson & Co Ld Hebburn o/T. 1903	Rd. 9.05				
94	W. G. Reincke	.	Comp. tand. (9.05)	4	33-66 13-26 PS. 9.07	68.5 27 190		Schweifel & Howaldt Kiel 1870	Riga 9.07	.	1 C	2.77 9-1	2.84 9-3	2	2.60 28		4.22 60	..... Riga ....	Hbg 9.05 v.c. 9.05				
95	« La Veloce » Naviga- zione Italiana à va- pore	✠	Comp. (4.00)	2	102 - 187 40 - 73.6 PS. 10.03	108 42.5 1800 70		Forges & Chantiers Marseille 1883	.....	✠	4 C	3.85 12-9	3.09 10-1	12	23.60 254	651 7000	5.27 75	Forges & Chantiers Marseille 1883	Gn. 03 v.c. 00				
96	Asia Minor S. S. Co	.	Comp. (9.07)	2	71 - 132 28-52	84 33 120 65		Th. Richardson & Sons Stockton o/T. 187	Aix. 9.07	.	1 C	1.22 4-0	1.90 6-3	3	5.00 54	164 1759	4.2 60 2.8-40	Th. Richardson & Sons Hartlepool 1877	Aix. 9.07 P.c. 9.07 v.c. 9.07				



## CLA

SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG		TONNAGE		FLAG		BUILDERS		MATERIALS		LENGTH			BREADTH		DEPTH		FREE BOARD		PORT		LAST	
		DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.				PORT OF BUILDING		WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS		IN METERS			IN FEET & INCHES		SUMMER WINTER W.N.A.		OF REGISTRY		SURVEY			
		DATE OF TERM								R.													inches		17		18			
1	2	3			4	5	6	7	8		9	10	11		12		13	14	15	16										
•	97	CITY-OF-BUFFALO, . . . . . ELECTR. (4.04)			■	3/3, Lakes	1.1.	2 m 2 P-S		2940 1604	Amr	93 V.04	Detroit Shipb. Co Detroit (Mich)		A; <i>aub</i> .; 7 <i>comp</i> ; <i>spard</i> .; <i>alg</i> . 04.		103.63 340-0	13.25 43-6	5.28 17-4	.....			Cleveland		Clv. 04					
✦	98	CITY-OF-PANAMA, <i>Nelson</i> (4.02)			■	3/3, G	1.1.	B-G 2 P		1490 1046	Amr	73 V.02	Delaware Shipbuild- ing Co Chester (Pa)		F; <i>hél</i> ; 5 <i>comp</i> ; 2 p. P; <i>rp</i> . 05; <i>car</i> . 12.06.		76.20 250-0	10.97 36-0	6.17 20-3	.....			New-York		S-F. 12.06					
✦	99	CITY-OF-PARA, <i>Curtis</i> . (11.04)			■	3/3, A	1.1.	G 3m 3 P		3532 2504	Amr	78    204	J. Roach & Son Chester (Pa)		F; <i>hél</i> ; 7 <i>comp</i> ; <i>grp</i> . 88; 2 p. F; <i>car</i> . 5.06; <i>rp</i> . 04.		105.15 345-0	11.73 38-6	6.03 19-9	.....			New-York		S-F. 7.06					
✦	100	CITY-OF-PEKING, <i>Robin- son</i> . (2.05)			■	3/3, L	1.1.	4 m 4 P-S		5079 3128	Amr	74 V.05	Delaware Shipbuild- ing Co Chester (Pa)		F; <i>hél</i> ; 6 <i>comp</i> ; <i>spard</i> ; 4 p. P; <i>rp</i> - <i>car</i> . 2.05.		124.38 408-0	14.30 47-0	5.91 19-5	.....			New-York		S-F. 2.05					
✦	101	CITY-OF-PUEBLA, <i>Jep- sen</i> . (6.06)			■	3/3, L	1.1.	B-G 3 P-H		2622 1713	Amr	82 V.06	W. Cramp & Sons Philadelphie		F; <i>hél</i> . 6 <i>comp</i> ; <i>awningsd</i> . G. 20m12; R. 25m; 1 p. P; 1 ½ p. F; <i>rp</i> - <i>car</i> . 6.05.		97.68 320-6	11.73 38-6	5.03 16-6	.....			New-York		S-F. 6.06					
•	102	CITY-OF-STOCKHOLM ( <i>ex-Ros</i> ), <i>Donnelly</i> . (10.03)			■	3/3, A	1.1.	Glt 2 P-B		1485 918 1040	Ang	82 V.03	Caird & Purdie Barrow		F; <i>hél</i> ; 4 <i>comp</i> ; D. 49m70; G. 11m; (W). <i>cell</i> . 350 t; C. A. 30 t; C. R. 24 t.; 1 p. F; <i>grp</i> . SS. 95; <i>car</i> . 5.06; <i>rp</i> . 06.		74.24 243-6	10.37 34-0	5.18 17-0	21 ½ 24 26			Dublin		Rd. 5.06					
✦	103	CITY-OF-SYDNEY, <i>M'Lean</i> . (8.05)			■	3/3, L	1.1.	Bq 4 P		3016 1965	Amr	75 V.05	J. Roach & Son Chester (Pa)		F; <i>hél</i> ; 7 <i>comp</i> ; G. 14m65; 4 p. P; <i>rp</i> . 90; <i>car</i> . 8.05.		103.30 339-0	12.24 40-2	6.23 20-5	.....			New-York		S-F. 8.05					
✦	104	CITY-OF-TOPEKA, ELECTR. <i>Gielow</i> . (6.04)			■	3/3, G	1.1.	Glt 1 P-B		1057 745 1057	Amr	84 V.04	J. Roach & Son Chester (Pa)		F; <i>hél</i> ; 5 <i>comp</i> ; p. P; <i>rp</i> - <i>car</i> . 7.07.		60.35 198-0	10.71 35-2	5.49 18-0	.....			New-York		S-F. 7.07					
✦	105	CLARA, . . . . . (6.98) ELECTR.			■	—	—	Glt		295 163 208	Alm	81 V.98	Möller & Holberg Stettin		F; <i>hél</i> ; 5 <i>comp</i> ; D. 9m50; R. 4m80; G. 6m80; (W). C. A. 9 t; C. R. 7 t.; p. P; <i>rp</i> - <i>car</i> . 7.01.		41.98 137-9	6.33 20-9	3.36 11-1	.....			Stettin		Stt. 01					
✦	106	CLARENCE-A-BLACK, ELECTR. <i>Miner</i> . (10.98)			■	—	—	Glt 1 P-B		4521 3474	Amr	98	Cleveland Shipbuild- ing Co Lorain (O.)		A; <i>hél</i> ; 4 <i>comp</i> ; G. 14m02; (W). <i>cell</i> . p. A.		125.97 413-4	15.30 50-2	7.45 24-5	.....			Duluth		Che. 98					
✦	107	CLAUDINE, <i>Bennett</i> . ELECTR. (10.05)			■	3/3, G A. & C. P.	1.1.	Glt 2 P		840 609	Amr	90 V.05	Napier, Shanks & Bell Glasgow		A; <i>hél</i> ; 5 <i>comp</i> ; R. 22m20; (W). C. A. N. 40 t.; 2 p. P; <i>grp</i> . 05; <i>car</i> . 5.07.		54.31 178-6	9.75 32-0	4.60 15-1	.....			Honolulu		Hnl. 5.07					
✦	108	CLAYBURN, <i>Follmer</i> . (6.06)			■	3/3, G	1.1.	Glt		75 51	Ang	06	Wallace & Co Vancouver (B-C)		P; <i>ch</i> . <i>frg</i> ; ( <i>sul</i> ); <i>sfb</i> .		22.25 73-0	5.41 17-9	2.54 8-4	.....			Vancouver (B-C)		Vev. 6.06					

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal indicated revolutions	BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		heating surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.	MAKERS	PORT AND DATE of CONSTRUCTION		
						DIAMETERS	IN CENTIMETERS IN INCHES							Diamet.	Length	NUMBER	grate surface in sq. meters in sq. feet						
																						IN METERS IN FEET AND INCHES	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
97	Cleveland & Buffalo Trans. Co	•	Comp. (4.04)	2	132-203 52-80	96 366 144	3800 24	A. & W. Fletcher Hoboken(N-J)1895	Clv. 04	•	6 C	3.80 12-6	3.66 12-0	12 264	1031 11088	9 129	Detroit Engine Works Detroit 1895	Clv. 04 v.c.04					
98	Pacific Mail Steamship Co	•	Comp. (10.02)	2	79-142 31-56 PS. 10.05	137 54	800	Delaware Engine Works Chester (Pa) 1875	S-F. 10.05	•	4 C	3.05 10-0	2.83 9-6	8 125		5.62 80	Union Iron Works San-Francisco 1889	S-F. 02 v.c.02					
99	Pacific Mail Steamship Co	•	Tr. Exp. (11.04)	3	71-112-178 28-44-70 PS. 11.04	122 48	2600 72	Morgan Iron Works New-York 1892	S-F. 04	•	6 C	3.68 12-1	3.53 11-7	12 160		11.2 6.3-90	Morgan Iron Works New-York 1892	S-F. 04 P.C. 04 v.c.04					
100	Pacific Mail Steamship Co	•	2 Comp. (3.00)	4	130-224 51-88 PS. n. 12. 02	137 54	3500	J. Roach & Son Chester (Pa) 1874	S-F. 2.05	•	6 C	4.27 14-0	3.25 10-8	18 390		11.2 160	Union Iron Works S.-Francisco 1887	S-F. 2.05 v. c.2.05					
101	Pacific Coast Co	•	Comp. (6.06)	2	102-218 40-86 PS. n. 6 06	152 60	2300	Wm Cramp & Sons Philadelphia 1882	S.F. 6.06	•	4 C	4.57 15-0	3.89 12-9	16 320	841 9040	11.5 8	Moran Bros. Seattle 1901	S-F. 6.06 v.c. 6.06					
102	Palgrave, Murphy & Co	•	Comp. (10.03)	2	76-140 27-55 PS. 5.06	99 39	160 640 60	W. Kemp Glasgow 1882	Rd. 5.06	•	1 C	3.50 11-6	3.03 9-11	6 90	2600	115 7-100	Lindbergs Werkstad Stockholm 1895	Rd. 5.06 v.c. 03					
103	Pacific Mail Steamship Co	•	Comp. (8.05)	2	130-224 51-88	152 60	2750	Delaware Engine Works Chester (Pa) 1875	S-F. 05	•	6 C	3.96 13-0	3.20 10-6	18		5.62 80	Union Iron Works San-Francisco 1890	S-F. 05 P.C.05 v.c. 05					
104	Pacific Coast Co	•	Comp. (6.04)	2	61-122 24-48 PS.n.6.04	114 45	800 85	J. Roach & Son Chester (Pa) 1884	P-T.2.05	•	2 C	3.66 12-0	3.37 11-1	4 84	3026	7.7 110 7.7-110	Moran Bros & Co Seattle (Wash.)1904	P-T.2.05 v.c. 04 P.C.2.05					
105	A. Stenzel & Rolke	✠	Comp. (6.98)	2	45-78 17.7-30.7	45 17.7	54 200 86	Möller & Holberg Stettin 1881	.....	✠	1 C	2.75 9-0	2.86 9-4	2 22-6	2.10 904	84 100	Nuske & Co Stettin 1898	Stt. 00 v.c.98					
106	Pittsburg S.S. Co	•	Tr. Exp. (10.98)	3	56-89-147 22 35-58	102 40	1200 85	Cleveland Ship-building Co Cleveland (O.) 1898	.....	•	2 C	4.00 13-2	3.50 11-6	4 88	81.84 3860	359 165	Cleveland Ship-building Co Cleveland (O.) 1898	Chc. 98					
107	Inter Island Steam Navigation Co	✠	Tr. Exp. (10.05)	3	46-73.5-122 18-29-48 PS. 10.05	76 30	1000 86	Dunsmuir & Jackson Glasgow 1890	S-F. 10.05	✠	2 C	3.66 12-0	3.20 10-6	4 80	7.44 3060	285 165 8.3-125	Union Iron Works S. Francisco 1905	S-f. 10.05 v.c.10.05 P.C.10.05					
108	W. H. Armstrong	•	V. Triple (6.06)	3	22-36-58 8.5-14-2 3	41 16	26 200 140	Mackie & Baxter Glasgow 1906	Vcv.6.06	•	1 C	2.44 8-0	2.90 9-6	2 30	2.79 900	84 180	Mackie & Baxter Glasgow 1906	Vcv.6.06					

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GREEMENT — NOMBRE DE PONTS	TONNAGE	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRANC ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	T.	U.														
	DATE DU TERME	4	5			6											7
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
✝	109	CLEMATIS, <i>Sytor.</i> (5.05) 95-96	■	3/3, L A.&C.P.	1.1.	Glt 2 P-B-S	3003 2266 2848	Blg	00 V.05	Tyne Iron Shipbuild- ing Co (Ld) Newcastle o/T.	A-F; hél: 7 comp; spard; D. 8m54; G. 9m14; (WB. cell. 599 t; cale 637 t; C. .R. 28 t.); 2 p. F; rp. 04; car. 7.07.	96.93 318-0	13.10 43-0	7.68 25-2	71 74½ 76½	Anvers	N-C 7.07
✝	110	CLIO, <i>Tates.</i> (9.04)	■	3/3, L A.&C.P.	1.1.	Glt	599 350 458	P-B	96 V.04	James Laing Sunderland	A; hél: 5 comp; weld; ½ D. 19m50; R. 14m02; G. 8m23; (WB. cell. 132 t; C. .R. 11 t.); 1 p. A; car. 9.07; rp. 07.	56.38 185-0	8.38 27-6	3.78 12-5	14 16 19	Amsterdam	Am. 9.07
✝	111	CLODMOOR, <i>Dyason.</i> 91-92 (12.02)	■	3/3, L A.&C.P.	1.1.	2 m	3758 2408 3152	Ang	02	Wm Doxford & Sons Ld Sunderland	A; hél: 7 comp; G. 10m97; (WB. cell. 763 t; C. .R. 30 t.); rp-car. 5.05.	104.44 342-8	14.20 46-7	7.57 24-10	151 155½	London	B-A. 4.06
.	112	COBRA ( <i>ex-St-Tudo</i> ), ..... (5.94)	■	—	—	Glt 2 P-II	1146 416 824	Alm	89 V.94	Fairfield Shpps & Engs Co Ld Glasgow	A; aubes; 9 comp; awningd; 1 p. A. 1 p. P; rp-car. 5.94.	80.72 264 10	10.02 32-11	4.49 14-9	.....	Hamburg	Hbg 94
✝	113	COCKERILL, <i>Ferauge.</i> 95-03 (9.05)	■	3/3, L A.&C.P.	1.1.	2 m	1773 2306	Blg	01 V.05	Sté John Cockerill Anvers-Hoboken	A; hél: 6 comp; R. 7m01; G. 9m14; WB. cell. 823 t.); 1 p. A; rp-car. 10.07.	87.91 288-5	13.71 45-0	7.62 25-0	64½ 67½ 69½	Anvers	Av. 10.07
✝	114	COEN, <i>van der Oord.</i> ELECTR. (4.03)	■	3/3, G A.&C.P.	1.1.	Glt 3 P-A	1331 823 1299	P-B	90 V.03	Maatschappij de Schelde Flessingue	F; hél: 6 comp; shaded; 2 p. T; 1 p. PP; rp. 04; car. 1.06.	76.20 250-0	10.25 33-8	5.18 17-0	.....	Batavia	Btv. 1.06
✝	115	COLBERG, <i>Schultz</i> (11.06) 04-05	■	3/3, G A.&C.P.	1.1.	Glt	225 110 164	Alm	81 V.06	Cie Vulcan Stettin	F; hél: 5 comp; weld; ½ D. 9m; R. 9m70; G. 5m85; (WB. 50 t.); 1 p. F; car. 10.06.	38.20 125-4	5.05 19-5	3.10 10-2	.....	Colberg	Stt. 1.07
✝	116	CÖLN, <i>Prahm.</i> (8.99)	■	—	—	Glt 2 P-B-S	1143 694 1107	Alm	84 V.99	Cie Vulcan Stettin	F; hél: 5 comp; spard; (WB. cell. 282 t.); 1 p. PP; 1 p. F; grp-car. 8.99.	67.73 232-3	9.29 30-6	6.15 20-2	.....	Stettin	Stt. 99
✝	117	COLOMBERT, ..... (6.95)	■■■	—	—	— 2 P-A	90 40 67	Frç	95	A. Dubigeon Nantes	A; 2 hél: 4 comp; shaded; R. .R. 4m75; R. N. 3m60 & 1m90; 2 p. T.	31.16 102-2	5.53 18-1	1.47 4-10	.....	Saigon	Nt. 95
✝	118	COLOMBIA, <i>Conen.</i> (3.06)	■	3/3, L A.&C.P.	1.1.	B-G 2 P-B-S	2808 1767 2549	Frç	91 V.06	Ateliers & Chantiers de la Loire St-Nazaire	A; hél: 7 comp; spard; R. .R. 13m; R. 30m; R. N. 7m90; G. 11m50; (WB. cale N. 208 t; cale .R. 153 t.); 2 p. A; car. 5.07; rp. 06.	95.10 312-0	12.30 40-4	6.00 27-7	.....	Le Havre	Dk. 5.07
✝	119	COLOMBO, <i>Gouget.</i> (3.02)	■	—	—	Glt 3 P-S	3731 2734 3377	Frç	82 V.02	Forges & Chantiers La Seyne	F; hél: 7 comp; spard; R. .R. 8m60; R. 29m70; G. 16m60; 1 p. T; 2 p. F; grp. 88; rp. 02; car. 7.04.	115.7 379-8	12.2 40-0	9.04 29-8	.....	Marseille	Mrs. 04
✝	120	COLONEL, ..... (7.01) ELECTR.	■	—	—	2 m 1 P-B	3879 3044	Amr	01	Detroit Shipbuilding Co Detroit	A; hél: 4 comp.	108.51 356-0	15.24 50-0	8.54 28-0	.....	Michigan	Clv. 01



## ARMATEURS

## MACHINES

## CHAUDIÈRES

MACHINES										CHAUDIÈRES												
ARMATEURS		SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES	
						DIAMÈTRES	COURSE des pistons							LIEU & ANNÉE	Diamèt.   Long.	NOMBRE	sur grille en mètre carré en pied carré		sur l. de chauffe en mètre carré en pied carré	LIEU & ANNÉE		
						EN CENTIMÈTRES EN POUCES	cent. pouces							de CONSTRUCTION	EN MÈTRES EN PIEDS ET POUCES					de CONSTRUCTION		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
109	Soc. d'Entreposage & de Transports	✠	Tr. Exp. (5.05)	3	61 - 99 - 163 24 - 39 - 64 PS. n.04; v. 7.07	107 42	275 1400 62	Wallsend Slipway & Engs Co (Ld) Newcastle o/T. 1900	N-C. 7.07	✠	2 C	4.80 15-9	3.12 10-3	6 125	432 4664	11.2 160 7-100	Wallsend Slipway & Engs Co (Ld) Newcastle o/T. 1900	N-C. 7.07 v.c. 5.05 P.C. 7.07				
110	Koninklijke Nederlandsche Stoomboot Maatschappij	✠	Tr. Exp. (9.04)	3	42 - 67 - 110 16.5 - 26.5 - 43.5 PS. 7.02	76 30	550 70	Geo. Clark Ld Sunderland 1896	Am. 04	✠	1 C	4.27 14-0	3.12 10-3	3 57	5.30 181 1952	11.2 160 5.3-75	Geo. Clark Ld Sunderland 1896	Am. 04 v.c. 04 P.C. 04				
111	Moor Line Ld (W. Runciman & Co) (a Newcastle o/T.)	✠	Tr. Exp. (12.02)	3	66 - 107 - 163 26 - 42 - 68 PS. 6.05	107 42	313 1350 63	Wm Doxford & Sons Ld Sunderland 1902	N-C. 6.05	✠	1 C	4.80 15-9	3.35 11-0	6 103	9.60 456 490.3	11.2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1902	N-C. 02				
112	Hamburg-Amerik. Packetf.-Akt.-Ges.	✠	Comp. (5.94)	2	127 - 234 50 - 92	168 66	3100 44	Fairfield Shipbs & Engs Co Ld Glasgow 1889	.....	✠	4 C	4.42 14-5	3.12 10-0	12 334	788 8473	7.7 110	Fairfield Shipbs & Engs Co Ld Glasgow 1889	Hbg 95 v.c. 94				
113	Sté Anon. John Cockerill	✠	Tr. Exp. (9.05)	3	57 - 93 - 152 22.5 - 36.5 - 60 PS. 10.07	107 42	222 1350 78	Richardson, Westgarth & Co Middlesbro' 1901	Av. 10.07	✠	2 C	4.42 14-6	3.12 10-3	6 105	9.74 320 3550	11.2 160 6.3-90	Richardson, Westgarth & Co Middlesbro' 1901	Av. 10.07 v.c. 9.05 P.C. 9.05				
114	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (4.03)	3	51 - 79 - 130 20 - 31 - 51 PS. 1.06	107 42	1090	Maatschappij de Schelde Flessingue 1890	Btv. 1.06	✠	2 C	4.16 13-8	3.05 10-0	6 102	9.47 102	11.25 160	Maatschappij de Schelde Flessingue 1890	Btv. 1.06 P.C. 1.06 v.c. 03				
115	Dampfschiffahrts-Actien-Gesellschaft. (E. Reinholz)	✠	Comp. (11.06)	2	38 - 70 15 - 27.5 PS. n. 11.06	50 19.6	35 175 105	Compagnie Vulcan Stettin 1881	Stt. 11.06	✠	1 C	2.50 8-2	2.00 6-7	1 23	2.10 60 645	5.5 78	Oderwerke Stettin 1902	Stt. 11.06 v.c. 11.06				
116	Neue Dampfer-Compagnie	✠	Comp. (8.99)	2	68 - 125 26.7 - 49.2	80 31.5	110 440 80	Cie Vulcan Stettin 1884	.....	✠	2 C	3.05 10-0	2.74 9-0	4 60	5.60 166 1787	6.04 86 5-71	Cie Vulcan Stettin 1884	Stt. 00 v.c. 99				
117	Messageries fluviales de Cochinchine	✠	2 Comp. (6.95)	4	23 - 40 9 - 16	28 11	80 320 310	Brissonneau fils & A. Lotz Nantes 1895	.....	✠	1 R WT	2.14 x 2.70 x 1.92 7 x 12 - 2 x 6 - 4		2 48	4.50 152 1631	12 171	Brissonneau fils & A. Lotz Nantes 1895	Nt. 95				
118	Chargeurs Réunis	✠	Tr. Exp. (3.06)	3	61 - 101 - 158 24 - 39 - 62 PS. 10.05	112 44	365 1450 70	Ateliers & Chantiers de la Loire Nantes 1891	Hv. 3.06	✠	2 C	4.73 15-6	3.05 10-0	6 120	11.94 402 4323	11.25 160 11-2-160	Caillard frères Le Havre 1896	Hv. 3.06 P.C. 3.06 v.c. 3.06				
119	Messageries Maritimes	✠	Comp. (3.02)	4	100 - 185 30.4 - 72.7 PS. n. 2.02	108 42.5	500 2000	Forges & Chantiers Marseille 1882	.....	✠	4 C	3.85 12-7	3.00 9-9	12 238	22.08 85	6 85	Forges & Chantiers La Seyne 1897	Mrs. 04 v.c. 02				
120	Michigan Steamship Co	✠	Tr. Exp. (7.01)	3	46 - 74 - 122 18 - 29 - 48	102 40	1000 82	Detroit Shipbuilding Co Detroit 1901	.....	✠	2 C	3.50 11-6	3.38 11-1	4 70	6.51 288 3095	11.5 165	Detroit Shipbuilding Co Detroit 1901	Clv. 01				



SPECIAL SURVEY		SHIPS AND CAPTAINS		CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE	FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS	LENGTH	BREADTH	DEPTH	PRIME PLANK	PORT	LAST		
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N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SERIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS			BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	SHELL		FURNACES		MAKERS — PORT AND DATE of CONSTRUCTION									
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in in. in feet				HORSE POWER nominal in indicated horse power	NUMBER	Diameter in meters in feet and inches	LENGTH in meters in feet		NUMBER	Gross surface in sq. meters in sq. feet	PRESSURE Main boiler, Donkey boiler.						
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
121	Messageries Françaises de Madagascar (à Paris)	✠	..... (8.02)	2	28 11	9 2 36	90 50	H. Beulé & Co Paris 1902	.....	✠	1	Digot	1.40 4-7	1.65 5-5	1	1.60 17	50 537	8.5 121	Bertin frères Bezons 1902	Paris 02			
122	Chargeurs Réunis	✠	Tr. Exp. (3.06)	3	61 - 101 - 158 24 - 39.6 - 62 PS. 3.06	112 44	360 1450 70	Ateliers & Chantiers de la Loire St-Denis 1890	Hv. 5.07	✠	2	C	4.73 15-6	3.03 9-11	6	11.94 128	402 4223	11.25 160 11.2-160	Forges & Chantiers de la Méditerranée Havre 1901	Hv. 5.07 P.C. 3.06 v.c. 3.06			
123	Oregon Railway & Navigation Co	.	Comp. (8.04)	2	94 - 208 37 - 82 PS. n. 5.04	138 54	2200 91	J. Roach & Son Chester (Pa) 1880	S.F. 04	✠	4	C	3.66 12-0 oil burning	3 40 11-2 pliances	8	4.28 46	—	8.9 127	Union Iron Works San-Francisco 1895	S.F. 04 v.c. 04			
124	Société Dunkerquoise de Remorquage	.	Comp. (9.07)	2	38 - 76 15 - 30	51 20	100 400 130	Machinefabriek Alblasserdam 1907	Dk. 9.07	.	1	C	3.35 11-0	3.05 10-0	2	3.32 36	100 1075	8.3 118	Machinefabriek Alblasserdam 1907	Dk. 9.07			
125	Ångfartygs Aktiebolaget « Commerce » (W. Lundqvist)	✠	Tr. Exp. (5.07)	3	34 - 56 - 89 13.4 - 22 - 35 PS. 5.06	76 30	100 420 112	Motala Werkstads Aktiebolag Motala 1892	Got. 5.07	✠	1	C	3.73 12-3	2.97 9 9	3	4.30 46	132 1424	11.2 160 6-85	Lindholmens Mek. Werkstad Göteborg 1898	Got. 5.07 P.C. 5.07 v.c. 5.07			
126	Rederi Aktiebolaget « Mölle » (E. Johansson)	✠	Comp. (3.00)	2	45 - 83 17.7 - 32.6 PS. 3.06	61 24	60 250 110	Actien-Gesellschaft « Germania » Kiel 1883	Hsh. 3.06	✠	2	C	2.44 8-0	2.54 8-4	4	3.08 33	94 1013	7 100	Flensburger Schiff- bau-Gesellschaft Flensburg 1894	Hsh. 3.06 v.c. 3.06			
127	Merli & Lugaro	.	Comp. (7.05)	2	85 - 130 33.5 - 51 PS. 5.05	64 25.2	90 350	Earle & Co Hull 1866	Gn. 9.07	.	1	C	3.27 10-9	3.10 9-10	3	4 46 48	19 201	4.92 70	..... .....	Gn. 9.07 v.c. 7.05 P.C. 7.05			
128	British Columbia Mills Timber & Trading Co	.	Triple (5.07)	3	30 - 51 - 81 12-20-32	61 24	65 460 100	Mc Kie & Baxter Glasgow 1907	Vev. 5.07	.	1	C	3.66 12-0	3.35 11-0	3	5.36 58	135 1453	12.6 180	Mc Kie & Baxter Glasgow 1907	Vev. 5.07			
129	Compañia General de Tabacos de Filipinas	✠	Tr. Exp. (4.03)	3	38 - 63.5 - 102 15 - 25 - 40 PS. 4.05	76 30	95 500 100	Lobnitz & Co Renfrew 1890	Mnl. 4.05	✠	1	C	4.39 14-5	3.20 10-6	3	5.57 60	145 1560	11.2 160 5.6-80	Lobnitz & Co Renfrew 1890	Mnl. 4.05 v.c. 03 P.C. 4.05			
130	Chargeurs Réunis	✠	Tr. Exp. (4.07)	3	61 - 161 - 158 24 - 39.6 - 62 PS. 1.07	112 44	360 1450 70	At. & Chant. de la Loire. St-Denis 1889	Hv. 4.07	✠	2	C	4.73 15-6	3.03 9-11	6	11.94 129	402 4323	11.2 160 11.2-160	Caillard & Co Le Havre 1899	Hv. 4.07 P.C. 4.07 v.c. 4.07			
131	Rederiaktiebolaget « Cal- ledonia » (G. H. Witt)	✠	Comp. (3.03)	2	55 - 34 21.6 - 37 PS. n. 3.05	61 24	80 350	Burmeister & Wain Copenhagen 1891	Cph. 3.05	✠	1	C	3.43 11 3	2.79 9 2	2	3.56 38	108 1167	6.33 90 6.3-90	Burmeister & Wain Copenhagen 1891	Cph. 3.05 v.c. 03 P.C. 3.05			
132	Vöge & Däcker	✠	Tr. Exp 4.94	3	34.5 - 55 - 103 14 - 21.5 - 40.5	68.5 27	90 360 80	Flensburger Schiff- bau-Gesellschaft Flensburg 1890	.....	✠	1	C	3.74 12-3	2.59 8-6	2	2.88 31	139 1500	11.6 166	Flensburger Schiff- bau-Gesellschaft Flensburg 1890	Fsh. 94 v.c. 94			

## CON

CON																	
SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES		CLASSIFICATION	GRÉEMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR LARGEUR CREUX EN MÈTRES EN PIEDS & POUCES	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE				
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL				T. R. U.												
	DATE DU TERME																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
•	133	CONCURRENT, <i>Verscheu-Remorqueur. ren.</i> (2.96)	III	—	—	1 m	68 23 68	Blg 65 V.96	Grimsby	F; hél; 4 comp; p. P; grp. 85; car. 2.96.	24.4 80-0	4.9 16-0	2.65 8-7	.....	Anvers	Av. 96	
•	134	CONFIANCE (ex-W.-A.-Mac-kie), <i>Ré.</i> (7.07) Chalutier.	I	3/3, P	1.1.	1 m	171 51	Frq 95 V.07	Mackie & Thomson Glasgow	A-F; hél; 5 comp; rp. 04; car. 7.07.	31.60 103-8	6.22 20 5	3.22 10-7	.....	Dieppe	Dp. 7.07	
✠	135	CONGO, <i>Dieryckx.</i> (3.04)	I	3/3, A A.&C.P	1.1.	B-G 2 P-B-S	1764 1177 1694	Blg 88 V.01	Soc. J. Cockerill Hoboken	A-F; hél; 6 comp; spard; (WB. cale V.263 t; cale R.131 t.); 1 p.F; 1 p.P; rp.07; car.10.07.	81.5 267-5	10.0 32-9½	5.00 24-2 16-5	.....	Anvers	Av. 10 07	
✠	136	GONGO, ..... (11.05) Bateau Citerne.	II	3/3, R A.&C.P.	1.1.	—	158 49 156	Egp 05	Forges & Chantiers La Seyne	A; hél; 5 comp; 1 p. b.	29.74 99-7	6.63 21-0	2.75 9-0	.....	Port-Saïd	Mrs. 11.05	
✠	137	CONGO-LAUNCH-N°48, ..... (10.03)	I	3/3, I	1.1.	—	—	Frq 03	John Cran & Co Leith	A; hél; 5 comp.	10.66 35-0	2.44 8-0	0.86 2-10	.....	Loango (Congo Frç.)	Glsq. 03	
•	138	CONSEIL-FRÈRES (ex-Cairngorm), <i>Berteau.</i> (9.01)	I	—	—	Glt 2 P	1867 1170 1736	Frq 83 V.01	M'Millan & Sons Dumbarton	F; hél; 5 comp; D. 9m17; R. 9m17; G. 9m17; (WB. cell. 295 t.); 1 p.F; 1 p.P; rp-car. 9.01.	84.01 273-7	10.98 36-1	6.94 22-10	.....	Bordeaux	Bx. 01	
•	139	CONSORZIO-CARBONI <i>Roncallo.</i> (6.05)	I	3/3, L A.&C.P.	1.1.	Glt 2 P-S	3810 2490	Itl 00 V.05	Cantiere Navale de Muggiano Spezia	A; hél; 8 comp; spard; D. 11m27; R. 32m31; G. 9m75; (WB. 980 t.); 2 p. A; car. 6.05.	105.46 346-0	14.42 47-4	7.42 24-4	.....	Savone	Gn. 1.06	
•	140	CONSTANCE, <i>Daniel.</i> — 03 (3.07)	I	3/3, P	1.1.	Chp	167 56 116	Ang 02 V.07	Ardrossan Shipbuild ing Co Ld Ardrossan	A; hél; 4 comp; ½ D. 10m50; G. 4m11; (WB. N. 20 t.); rp-car. 3.07.	30.50 100-1	6.28 20-7	2.18 7-2	.....	York	Hull 3.07	
✠	141	CONSTANTIA, <i>Jansson.</i> 95-01 (4.07)	I	3/3, G	1.1.	Glt 1 P-B	771 441	Rss 90 III 03 V.07	W. Rosenlew & Co Bjorneborg	A; hél; 4 comp; R. 4m88; G. 8m54; G-B; (WT. M.&A.R.); 1 p. A; rp.07; car. 5.07.	56.40 185-0	8.84 29-0	4.30 14-1	18.0 19 ½ 23 ½	Wasa	Lbk. 5.07	
•	142	CONSTANTIN, <i>Sillin.</i> ELECTR. 84-04 (5.06)	II	3/3, P	1.1.	Glt	661 400	Rss 66 III 03 V.06	Palmers & Co Newcastle	F; 2 hél; 6 comp; ½ D. 23m90; R. 12m35; R. A. 12.35; p.1; rp.03; car. 5.06.	64.15 210-5	8.88 29-2	3.66 12-0	.....	Riga	Riga 5.06	
✠	143	CONSTANTIN, <i>Pichel.</i> ELECTR. 93-03 (5.07)	I	3/3, P	1.1.	Glt	364 283	Rss 75 III 03 V.07	F. Schichau Elbing	F; hél; 4 comp; D. 38m; G. 6m50; p. P. 04; rp. 04; car. 5.07.	48.6 159-6	6.6 21-8	3.35 11-0	.....	Arensburg	Riga 5.07	
✠	144	CONSTANTZA, <i>Dimitriu.</i> ELECTR. (4.06)	II	3/3, L A.&C.P	1.1.	Glt	2213 1426 2029	Rmn 98 V.06	Howaldtswerke Kiel	A; hél; 9 comp; D. 12m50; G. 7m50; (WB. cell. 574 t.); 1 ½ p. A; rp-car. 7.07.	86.56 284-0	12.13 40-0	7.53 24-8	54.0 57.0 61.0	Braila	Rd. 7.07	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES							SURVEILLANCE SPECIALE	CHAUDIÈRES							DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces	Force nominale en mèt. carr. en chevaux	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION		DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE Diamèt. Long. — EN MÈTRES EN PIEDS ET POUCES	FOYERS NOMBRE sur grille en mèt. carr. en pieds carr.	surf. de chauffe en mèt. carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION		
1°	2°	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
133	Société Anonyme de Remorquage à hélice	•	Comp. (2.06)	2	38 - 68 - 5 15 - 27	37 14.5	75 110	Carrett Marshall & Co Leeds 1865	.....	•	1 C	2.82 9.2	2.72 8-11	2	2.73 29	72 774	4.71 67	Petry-Chandoir Liège 1885	Av. 96 v.c.96
131	A. Dufrèsne & Godard	•	Tr. Exp. (7.07)	3	27 - 43 - 76 10 5 - 17 - 30 PS. 8.06	55 22	70 270 110	Muir & Houston Glasgow 1895	Dp. 7.07	•	1 C	3.15 10-4	2.74 9-0	2	0.93 100	74 796	11.2 160	Muir & Houston Glasgow 1895	Dp. 7.07 v.c.7.07
135	Adolf Deppe	✦	Tr. Exp. (3.04)	3	67 - 115 - 135 26.4 - 45.2 - 52 PS.n.10.07	100 39.4	180 750 65	Soc. John Cockerill Seraing 1888	Av. 2.07	✦	2 C	3.40 11-2	3.27 10-9	4	9.20 99	260 2795	10.5 150 5.2-74	Soc. John Cockerill Seraing 1888	Av. 2.07 v.c.04 P.c.04
136	Cie Universelle du Canal Maritime de Suez	✦	Comp. (11.05)	2	37 - 65 14.5-25.5	40 16	62 250 150	Forges & Chantiers Marseille 1905	Mrs. 11.05	✦	1 C	3.00 9-10	3.00 9-10	2	2.90 31	85 915	8 114	Forges & Chantiers La Seyne 1905	Mrs. 11.05
137	Cie du Kouilou-Niari Congo	✦	Comp. non-cond. (10.03)	2	15 - 28 6 - 11	20 8	8 40 320	John Cran & Co Leith 1903	.....	✦	1 locom.	0.84 2-9	2.25 7-5	1	0.55 6	11.50 124	8.4 120	John Cran & Co Leith 1903	Gls. 03
138	Les Fils de Th. Conseil	•	Comp. (9.01)	2	87 - 152 34.3 - 60	107 42	1250 54	David Rowan Glasgow 1883	.....	✦	2 C	4.24 13-11	3.12 10-2	6	10.50 113	294 3161	6 86 4-57	Dyle & Bacalan Bordeaux 1901	Bx 01 v.c.01
139	Sta An. Consorzio Industriale d'Import. Carboni	•	Tr. Exp. (6.05)	3	54 - 89 - 150 21.5 - 35 - 59 PS. 4.06	99 39	213 1400 70	North Eastern Marine Co Ltd Newcastle o/T. 1900	Gn. 1.06	•	2 C	4.20 13-9	3.20 10-6	6	7.40 94	329 3552	12.6 180 7.7-110	North Eastern Marine Co Ltd Newcastle o/T. 1900	Gn. 1.06 v.c.6.05 P.c.6.05
140	H. Leetham & Sons (Ld)	•	Comp. (3.07)	2	30 - 61 12 - 24 PS. 3.07	46 18	32 150 128	Menzies & Co (Ld) Leith 1903	Hull 3.07	•	1 C	2.72 8-11	2.74 9-0	2	2.32 25	61 661	8.4 120	Menzies & Co (Ld) Leith 1903	Hull 3.07 v.c.3.07
141	Wasa Nordsjö Ångbats Aktiebolag	•	Tr. Exp. (4.07)	3	40 - 50 - 109 15.7 - 19.6 - 42.6 PS. n.03; v.6.06	64.5 25.4	450	Björneborgs Mek. Werkstad Björneborg 1889	Åbo 4.07	•	1 C	3.45 11-4	3.15 10-4	3	4.00 43		10.5 150	C. Pettersson Björneborg 1888	Åbo 4.07 v.c.4.07
142	Rigaer Dampfschiff-fahrts-Gesellschaft	✦	2 Tr. Exp. (5.06)	2	30.5 - 48 - 81 12 - 19 - 32 PS. B.n.4.04	53 21	100 400 120	North Eastern Marine Eng. Co Newcastle o/T. 1897	Riga 5.06	✦	1 C	4.34 14-3	2.97 9-9	3	5.02 54	174 1881	11.2 160 4.2-60	North Eastern Marine Eng. Co Newcastle o/T. 1897	Riga 5.06 P.c.5.06 v.c.5.06
143	Dampfschiffahrts-Gesellschaft « Ossilia »	•	Comp. (5.07)	2	48 - 104 19 - 41 PS. n.03; v.5.07	56 22	90 350 82	F. Schichau Elbing 1875	Riga 5.07	•	1 C	3.28 10-9	2.68 8-9	3	4.26 46	121 1301	5.25 78	F. Schichau Elbing 1895	Riga 5.07 v.c.5.07
144	Chemins de Fer Roumains	✦	Tr. Exp. (4.06)	3	56 - 88.5 - 145 22 - 35 - 57 PS. 4.06	100 39.4	1200 82	Howaldtswerke Kiel 1898	Gltz 4.06	✦	2 C	3.92 12-10	3.14 10-4	6	11 115	361.50 3889	12.5 178	Howaldtswerke Kiel 1898	Gltz 4.06 P.c.4.06 v.c.4.06



SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG		NUMBER OF DECKS		TONNAGE		FLAG		BUILDERS		MATERIALS		LENGTH		BREADTH		DEPTH		FREE BOARD		PORT		LAST	
		DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND										T.		R.		PORT OF BUILDING		WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS		IN METERS		IN FEET & INCHES		SUMMER WINTER W.N.A.		OF REGISTRY		SURVEY			
		DATE OF TERM										U.												in inches		17		18			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18														
	145	CONSUELO,..... (7.05) Yacht.	12	3/3,Y	1.1.	—	14	Aut	05	Lemarchand Vincent & Co Cannes	Cd-Ac-C-Or;ch,cv-frg;sfb.	15.77 51-9	2.38 7-10	1.40 4-7	.....	Pola	Mrs. 7.05														
+	146	CONTRE-AMIRAL-CAUBET <i>ex-Portena</i> ), Degrand. (2.06) ELECTR. 99-02 Navire à câbles.	I	3/3,L A.&C.P.	1.1.	Bk 2 P-S	2078 1137 1682	Frç	75 1900	Société nouvelle des Forges & Chantiers Le Havre	F; hél; 5 comp; D. 22m65; R. 13m; R. A. 5m; G. 15m80; WB. A. 245 t.; R. 286 t.); p. F; 1 p. PP; grp. 87; rp- car. 2.06.	98.50 323-2	10.50 34-6	7.65 25-1	.....	Le Havre	T-N. 7.07														
+	147	CORDILLERAS, ELECTR. Le Calvez;(6.04)	I	3/3,L A.&C.P.	1.1.	Glt 2 P-B	3098 1972 2837	Frç	96 V.04	Ateliers & Chantiers de la Loire St-Nazaire	A; hél; 5 comp; G. 12m20; R. A. R. 6m90; R. 7m40, RM. 31m; (WB. A. 198 t; R. 175 t; C. A. 41 t.); 2 p. A; rp-car.6.06.	104.07 341-6	12.91 42-4	8.25 27-1	.....	Le Havre	Hv. 6.07														
+	148	CORDOBA,..... (12.95) ELECTR.	I	—	—	Glt 2 P-B	4889 3173 3901	Alm	95	Reiherstieg Schiffs- werfte Hamburg	A; hél; 7 comp; D. 76m80; G. 12m80; (WB. cell. 630 t.); 2 p. A.	114.29 375-0	14.02 46-0	9.14 30-0	.....	Hamburg	Hbg 95														
+	149	CORDOBA,..... (4.06)	I	3/3,L A.&C.P.	1.1.	Glt 2 P-B-S	2723 1701	....	87 V.06	M. Pearse & Co Stockton o/T	A-F; hél; 8 comp; spard; R. A. 6m70; R. 9m70; R. A. 5m50; G. 13m70 (WB. cale N. 227 t; cale R. 167 t; 2 p. A; car. 4.06; rp. 06.	97.5 320-0	12.2 40-2	8.30 27-3	.....	.....	Hv. 4.06														
+	150	CORDOVA, Mombello. ELECTR. 81-06 (4.06)	I	3/3,L A.&C.P.	1.1.	2 m 2 P-S	4933 3002 3505	Itl	06	London & Glasgow Eng. & Iron Shp. Co Ltd Glasgow	A; 2 hél; 8 comp; spard; D. 26m90; R. 45m70; G. 32m60; (WB. cell. 528 t.); 2 p. A.	121.92 400 0	14.40 47-3	8.23 27-0	65 70½	Gènes	Glsq. 4.06														
+	151	CORFITZ-BECKFRIIS, Ekenstein. (3.07)	III	3/3,G	1.1.	Glt 1 P-B	454 342 399	Sds	71 V.07	C. A. Möller Gothembourg	F; hél; 5 comp; grp. 01; car. 5.07; rp. 07.	44.8 147-0	7.4 24-2	4.60 15-1	.....	Trolleborg	Hbg 8.07														
+	152	CORMORAN, Lefranc. Chalutier. (2.99) (3/3, P. 1.1.)	13	...	...	Dy	132 30 109	Frç	99	P. Corue Dieppe	C-Or-S; ch-frg; sfb.	28.65 94-0	6.32 20-9	3.54 11-8	.....	Boulogne s/Mer	Dp. 99														
+	153	CORONA, Gielow. (9.04) ELECTR.	I	3/3,G	1.1.	Glt 3 P-II	1432 966	Amr	88 V.04	Neafie & Levy Philadelphie	A; hél; 5 comp; avonngd; R. A. 35m35; R. A. 9m75; 1 p. A; grp. 98; rp-car. 3.05.	68.50 224-9	10.61 34-10	7.16 23-6	.....	New-York	S-F. 3.05														
+	154	CORONA, Hansen. (8.94)	I	—	—	Glt 2 P-B	1885 1189 1614	Nrw	82 V.94	H. F. Ulrichs Vegesack	F; hél; 5 comp; welld; ½ D. 85 t; R. 125 t; G. 24 t; WB. cell. 280 t.); ½ p. F; 1½ p. S. rp. 94; car. 1.96.	80.01 262-6	10.32 33-10	7.76 25-10	==	Haugesund	Hlfx 97														
+	155	CORRIENTES, Salaün. (2.06)	I	3/3,L A.&C.P.	1.1.	B-G 2 P-B-S	2808 1767 2549	Frç	90 V.06	Ateliers & Chantiers de la Loire St-Nazaire	A; hél; 7 comp; spard; R. A. 7m; R. 7m60; R. A. 30m80; G. 13m70; (WB. cales N. & R. 370 t.); 2 p. A; rp-car. 9.06.	95.10 312 0	12.30 40-4	8.39 27 7	.....	Le Havre	Hv. 4.07														
+	156	CORSICA, Néron. (3.07) -06	I	3/3,L A.&C.P.	1.1.	B-G 2 P-B-S	2808 1767 2549	Frç	91 V.07	Ateliers & Chantiers de la Loire St-Nazaire	A; hél; 7 comp; spard; G. 11m50; R. 30m; R. A. 13m; WB. cale N. 208 t; cale R. 153 t.); 2 p. A; rp-car. 3.07.	95.10 312-0	12.30 40-4	8.39 27 7	.....	Le Havre	Hv. 3.07														

N. B. — The Marks — — indicate that the class has expired or has been withdrawn conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								LAST SURVEY	
			DESCRIPTION — DATE OF CERTIFICATE	CYLINDERS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION		SHELL		Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION					
				DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Diameter	Length	NUMBER	grate surface in sq. meters in s. feet		heating surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
145	Comte Karolyi Balyok	•	.....	2	Moteur à pétrole	.....	Mrs. 7.05	•	.....	•	.....	•	.....	•	.....	Petroleum	Motor	.....	Mrs. 7.05
146	Compagnie Française des Câbles Télégraphiques (à Paris)	•	Comp. (2.06)	2	90 - 180 35.4 - 71 PS. 7.07	100 39.3	300 1200 65	Forges & Chantiers Le Havre 1875	T-N. 7.07	•	4 C	3.44 11-4	3.33 11-1	8	13.00 140	473 5086	5.5 78 5.5-78	Chantiers & Ateliers de Penhoët St-Nazaire 1903	Hv. 3.06 P.C. 2.06 v.c. 2.06
147	Chargeurs Réunis	✠	Tr. Exp. (6.04)	3	61 - 102 - 166 24 - 40 - 65 PS 04:v.6.06	112 44	365 1460 70	Ateliers & Chantiers de la Loire Nantes 1896	Hv. 6.07	✠	2 C	4.73 15-6	3.11 10-2	6	11.60 125	390 4202	11.2 160 11.2-160	Ateliers & Chantiers de la Loire Nantes 1896	Hv. 6.07 v.c. 04 P.C. 04
148	Hamburg-Südamerika- nische Dampfschiff- fahrts-Gesellschaft	✠	Qu. Exp. (12.95)	4	54 - 79 - 117 - 165 21.3 - 31 - 46 - 66	122 48	- 1425 65	Reiherstieg Schiffs- werfte & Maschi- nenfabrik. Hamburg 1895	.....	✠	3 C	4.03 13-3	3.23 10-7	9	15.60 168	528 5685	15 213	Reiherstieg Schiffs- werfte & Maschi- nenfabrik. Hamburg 1895	Hbg 95
149	.....	✠	Tr. Exp. (4.06)	3	61 - 102 - 168 24 - 40 - 66 PS.n.02;v.12.04	114 45	305 1400	Blair & Co Stockton o/Tees 1887	Hv. 4.06	✠	2 C	4.80 15-9	3.20 10-6	6	11.43 123	• 160	11.2 160	Blair & Co Stockton o/Tees 1887	Hv. 4.06 P.C. 4.06 v.c. 4.06
150	Lloyd Italiana, Sta di Navigazione	✠	2 Triple (4.06)	6	58 - 99 - 163 28 - 39 - 64	107 42	794 3800 92	London & Glasgow Eng. & Iron Shipbs. Co (Ld) Glasgow 1906	Glsq. 4	✠	4 C	4.88 16-0	3.58 9-11	3	23.78 256	1133 12192	12.6 180 6.3-90	London & Glasgow Eng. & Iron Shipbs. Co (Ld) Glasgow 1906	Qst. 5.06
151	Trelleborgs Ångfartygs Nya Aktiebolag (Fr. Malmros)	•	Comp. (3.07)	2	38 - 77 15 - 30.2 PS.n.03;v.2.07	54 21.5	45	Lindholmen Mek. Werkst Göteborg 1871	Mim. 2.07	✠	1 C	2.67 8-9	2.69 8-10	2	2.23 24	• 60 4.2-60	4.22 60 4.2-60	Kockums Mek. Werkstad Malmö 1893	Mim. 2.07 P.C. 2.07 v.c. 2.07
152	Joseph Huret	✠	Comp. (2.99)	2	37 - 70 14.6 - 27.6	45 17.7	60 250 150	E. Lucas & Co Dieppe 1899	.....	✠	1 C	3.23 10-7	2.78 9-2	2	1.00 11	100 1075	9 128	..... Lesquin (Nord) 1899	Dp 99
153	Pacific Coast Co	✠	Tr. Exp. (9.04)	3	51 - 79 - 130 20 - 31 - 51 PS. 9.04	91.4 36	200 900	Neale & Levy Philadelphia 1888	S-F. 01	✠	2 C	3.84 12-7	3.15 10-4	4	3.53 38	149 1605	11.2 160	Union Iron Works San-Francisco 1895	S.F. 04 v.c. 04 P.C. 04
154	H. M. Wrangell & Co	✠	Comp. (8.94)	2	84 - 152 33 - 60	91.4 36	170 750 66	O. Henniges & Co Berlin 1882	.....	✠	2 C	3.12 10-2	3.70 12-1	6	10.09 108	283 3043	5.5 79	O. Henniges & Co Berlin 1882	Ld. 96 v.c. 94
155	Chargeurs Réunis.	✠	Tr. Exp. (2.06)	3	61 - 101 - 153 24 - 39.6 - 62 PS. 11.04	112 44	360 1450 70	Ateliers & Chantiers de la Loire St-Denis 1890	Hv. 4.07	✠	2 C	4.73 15-6	3.03 10-0	6	11.94 129	402 4342	11.2 160 11.2-160	Forges & Chantiers de la Méditerranée Marseille 1900	Hv. 4.07 P.C. 2.06 v.c. 2.06
156	Chargeurs Réunis.	✠	Tr. Exp. (3.07)	3	61 - 101 - 158 24 - 39.6 - 62 PS. 5.06	112 44	360 1450 70	Ateliers & Chantiers de la Loire Nantes 1891	Hv. 3.07	✠	2 C	4.73 15-6	3.22 10-7	4	12.04 130	404 4344	11.2 160 11.2-160	Ateliers & Chantiers de la Loire Nantes 1891	Hv. 3.07 v.c. 3.07 P.C. 3.07

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CRE			NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIEAUX				LONGUEUR		LARGEUR		CUREUX		PORT		LIEU									
SPECIAL			DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						NOMBRE DE PONTS		T.		ANNÉE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHÉS CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				EN MÈTRES		EN PIEDS & POUCES		EN PIEDS & POUCES		D'ARMEMENT		et DATE de la DERNIÈRE VISITE									
1			2			3			4		5		6		7		8		9		10		11		12		13		14		15		16		17		18	
✠	157	CORSICA, Berginal. (9.04)	I	3/3, L	1.1.	2m 2 P-H	1284 539 1235	Frç	04	Cie Française de constructions Navales Nantes	A: 2 hél; 6 comp; hurried; R. 10m30; R. X. 2m95; 1 p. A; 1 p. T; (WB. 30 t.); rp.05; car.3.07.	79.47 260-9	8.68 28 6	6.99 22-11	.....	Marseille	Mrs. 3.07																					
✠	158	CORTE, Orsini. (9.06)	II	3/3, L A.&C.P.	1.1	2 m 2 P-B-II	1380 470 1214	Frç	06	Swan, Hunter & W. Richardson Ld Low-Walker	A; hél; 7 comp; awningd; G. 16m76; (WB. cell. 16 t.);	80.16 263-0	10.48 35-5	7.37 24-2	7 1/2 10 12	Marseille	N-C.9.00																					
✠	159	CORY-BROTHERS, Kelly. (10.04)	14	3/3, P	1.1.	2 m	30 2	Ang	04	Cox & Co Falmouth	C-PP-Or; ch.m-frg; hél; d.m.9.04.	16.96 55-8	4.19 13-9	2.06 6-9	.....	Falmouth	Flm.5.05																					
.	160	COSIMO (ex-Ville-de-Nice, ..... (2.06)	II	3/3, G	1.1.	3 m 2 P	604 367 538	Itl	69 V.06	Scott & Co Greenock	F; hél; 4 comp; D. 15m90; R. 7m40; (G. 10m44; rp-car. 2.06.	54.95 183-9	8.05 20-0	4.87 15-9	.....	Catane	Gn. 2.06																					
.	161	COSMOPOLITE, Verschue-Remorqueur. ren.(3.03)	I P.R.	3/3, I	1.1.	1 m	80 17	Blg	94 V.03	A. Dessiennes & Ch. Delvaux Boom-lez-Anvers	A-F; hél; 3 comp; p. PP; car. 1.03; rp.04.	22.00 72 2	5.00 16-5	2.90 9-7	.....	Anvers	Av. 04																					
.	162	COSTA-RICA, Mason. (4.03)	I	3/3, G	1.1.	Glt 2 P-H	1783 1166	Amr	91 V.03	Delaware River I. Shipb. & Eng. Co Chester (Pa)	A-F; hél; 5 comp; awningd; 1 p. A; 1 p. PP; rp. 03; car. 10.05.	67.48 221-5	10.97 36-0	5.76 19-3	.....	New-York	S-f. 2.07																					
.	163	COTONOU (ex-Gaulois),..... Canot automobile.(4.05)	I	3/3, Y	1.1.	—	7	Frç	04	Desbois & Co Choisy-le-Roi	A; hél; 2 comp; non ponté.	11.00 36-1	1.94 6 4	0.97 3-2	.....	Porto-Novo	Paris 4.05																					
.	164	COÛÉRON, Bugeon.(7.07)	II	3/3, R	1.1	2 m	140 50 94	Frç	03 V.07	Cie Française de Nav. et de Constructions Navales Nantes	A; 2 hél; 7 comp; R. R. 17m70; R. 4m20; R. X. 5m25, rp-car.7.07.	36.28 119-0	6.01 19-8	1.84 6-1	.....	Nantes	Nt. 7.07																					
✠	165	COUNTESS-WARWICK, Tarret. Elias.(9.06) 00-06	I	3/3, L A.&C.P.	1.1.	2m 1 P-B	4108 2568 3433	Ang	06	W. Doxford & Sons (Ld) Sunderland	A; hél; 7 comp; D. 8m51; G. 12m45; (WB. cell. 94 t.; C. R. 33 t.; 1 p.A.	106.71 350-1	15.60 51-2	7.32 24-0	136 140 1/2	Cardiff.	N-C.9.06																					
✠	166	COUTLIE, Monk. (6.04)	13	3/3, G	1.1.	—	99 68	Ang	04	Geo. Cates Vancouver (B-C)	P-F; ch. m. frg; (sal); sfb; hél; car. 12.06.	24.83 81 6	5.69 18-8	3.30 10-10	.....	Vancouver (B-C)	Vov. 12.06																					
✠	167	CRABE, Watterz. (5.07) Chalutier.	I	3/3, G	1.1.	2 m	285 99 262	Frç	07	de la Brosse & Fonché Nantes	A; hél; 7 comp; 1 R. 9m45; R. 1m70; 4m00 & 2m80; (WB. 28 t.); 1 p. bois.	43.32 142 2	6.70 22-0	3.66 12-0	.....	Boulogne-s/Mer	Nt. 5.07																					
.	168	CRESALUBI (ex Tredegar), Cartillo. (10.07)	I	3/3, A	1.1.	2 m 1 P-B	1342 843 1073	Esp	81 V.07	Palmer's Ld Newcastle 9/T.	F; hél; 5 comp; 1 D 26m80; R. 15m24; G. 9m14; (WB. cell. 265 t.); rp-car. 7.07.	73.25 240-4	10.12 33-3	5.00 16-5	22 24 1/2 27 1/2	Bilbao	Bilb. 10.07																					

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE		TYPE	ENVELOPPE		FOYERS		PRESSION	CONSTRUCTEURS						
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces					Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	surdegrille en mèt. carr. en pieds carrés				surf. de chauffe en mèt. carrés en pieds carrés				
																				LIEU & ANNÉE de CONSTRUCTION	LIEU & ANNÉE de CONSTRUCTION		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
157	Cie Marseillaise de Navigation à Vapeur (Fraissinet & Co)	✠	Tr. Exp (9.04)	6	50 - 80 - 132 20 - 31.5 - 52	80 31.5	650 2600 125	Cie Française de Constructions Navales Nantes 1904	Mrs. 10.05	✠	6 C	Niclausse		25.56 275	860 9247	15 214	J. & M. Niclausse Paris 1904	Mrs. 10.05					
158	Cie Marseillaise de Navigation à Vapeur (Fraissinet & Co)	✠	Triple (8.00)	4	74-114-132-132 29 45-52-52	114 45	481 3750 105	Swan, Hunter & W. Richardson Ld Walker-o/T. 1906	N C. 9.06	✠	4 C	4.03 13-3	3.51 11-6	12 19.40 209	668 7184	11.2 160 5.6-80	Swan, Hunter & W. Richardson Ld Walker-o/T. 1906	N-C. 9.06					
159	Cory Brothers à Cardiff	.	Comp. (10.04)	2	28 - 56 11 - 22	38 15	20 140 162	Cox & Co Falmouth 1904	Flm. 5.05	.	1 C	2.44 8-0	2.60 8-6	2 2.23 24	51 553	7.7 110	Cox & Co Falmouth 1904	Flm. 5.05					
160	Salvatore Russo Vasta	.	Comp. (2.06)	2	61 - 122 24 - 48 PS. 2.06	76 30	480 72	Scott & Co Greenock 1869	Gn. 2.06	.	1 C	4.25 13-11	3.22 10-7	3 6.00 65	181 1978	5 71	Craig, Taylor & Co Stockton 1900	Gn. 2.06 P.C. 2.06 v.c. 2.06					
161	Société anonyme de Remorquage à hélice.	.	Comp. (3.03)	2	33 - 66 13 - 26 PS. 1.03	46 18	250 140	Morlet-Fontaine Bruxelles 1894	.....	.	1 C	2.82 9-3	3.06 10-0	2 1.99 21	70 753	8 114	A. F. Smulders Grâce-Berleur 1904	Av. 04 v.c. 03					
162	Pacific Mail Steamship Co	.	Tr. Exp. (4.03)	3	51 - 81 - 127 20 32 - 50 PS. 4.03	91.4 36	700	Delaware River I. Shipb. & Eng. Co Chester (Pa) 1891	S-F. 2.07	.	4 C	3.05 10-0	3.05 10-0	8	11.2 160	Delaware River I. Shipb. & Eng. Co Chester (Pa) 1891	F-S. 03 v.c. 03						
163	M. Beugnot	.	Moteur G. Ville (4.05)	4		16 6.5	35 800	.....	Paris 4.05	✠	.....	Moteur automob. ile					.....	Paris 4.05					
164	Messageries de l'Ouest	.	Comp. (7.07)	2	26 - 46 10 - 18	28 11	50 200 180	Cie Fr. de Nav. et de Const. Navales Nantes 1903	Nt. 7.07	.	1 C	Niclausse.		2 3.00 32	100 1075	10 143	Sté des Générateurs Inexplosibles Paris 1903	Nt. 7.07 v.c. 7.07					
165	Countess Warwick Steamship Co (Ld) (Williams & Mordey)	✠	Triple (9.06)	3	66 - 107 - 173 26 - 42 - 68	114 45	350 1500 64	W. Doxford & Sons Ld Sunderland 1906	N C. 9.06	✠	2 C	5.03 16-6	3.42 11-3	6 11.90 128	496 5340	11.2 160 7-100	W. Doxford & Sons Ld Sunderland 1906	N-C. 9.06					
166	Coutlie S. S. Co	.	Comp. (6.04)	2	33 - 66 13 - 26	46 18	29 140	Bow Mc Lachlan Paisley 1904	Vev. 04	.	1 C	2.94 9-8	2.74 9-0	2 3.16 34	8.4 120	Bow Mc Lachlan Paisley 1904	Vev. 04						
167	Groselier	✠	Triple (5.07)	3	30 - 51 - 82 12-20-32	62 25	112 450 125	Ateliers de la Loire Nantes 1907	Nt. 5.07	✠	1 C	3.80 12-6	3.10 10-2	2 4.25 46	123 1322	12 171	Ateliers de la Loire Nantes 1907	Nt. 5.07					
168	Cia del Vapor Cresalubi	.	Comp. (10.07)	2	78 - 147 30.5 - 58 PS. 7.07	91 36	99 64	Palmer & Co Ld Newcastle o/T. 1881	Bib. 10.07	.	1 C	4.72 15-6	3.20 10-6	4 6.70 72	194 2095	5.6 80 5.6-80	Palmer & Co Ld Newcastle o/T. 1881	Bib. 10.07 v.c. 10.07					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN METERS IN FEET & INCHES	BREADTH IN METERS IN FEET & INCHES	DEPTH IN METERS IN FEET & INCHES	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM						U.											
	1	2	3				4	5										
✠	169	CRESSIDA, . . . . . (9.96)	✠	—	—	Glt	1235 780	Alm	96	Schiffswerft von Henry Koeh Lübeck	A; <i>hél</i> ; 5 <i>comp</i> ; D. 42m06; G. 6m71; (WB. cell; 235 t.; $\frac{1}{2}$ p. A; car. 7.98.	68.88 226-0	9.90 32-6	4.57 15-0	.....	Hamburg	Hbg 98	
✠	170	CROATIA, . . . . . (5.97)	✠	—	—	B-G 2 P	1991 1261 1802	Alm	88 V.97	Blohm & Voss Hamburg	A-F; <i>hél</i> ; 7 <i>comp</i> ; D. 15m30; R. R. 15m10; R. 8m50; G. 14m20; (WB. cell. 350 t.); 2 p. A; car. 2.97.	88.90 291-8	11.10 36-5	6.83 22-5	.....	Hamburg	Hbg 97	
✠	171	CRUZ-DE-MALTA, ELECTR. Davidson. 73-05 (3.05)	✠	3/3, G A.&C.P.	1.1.	2 m	1141 667 688	Arg	65	Grangemouth & Greenock Dockyard Co Grangemouth	A; 2 <i>hél</i> ; 5 <i>comp</i> ; D. 5m40; $\frac{1}{2}$ D. 19m20; R. 20m70; G. 8m20; (WB. C. R. 45 t; C. A. 40 t.); 1 p. A.	70.10 230-0	11.35 37-3	3.35 11-0	.....	Buenos-Ayres	Glsq. 3.05	
	172	CUHONA, Mustapha ELECTR. Hissein. (5.07) Yacht.	✠	3/3, Y	1.1.	3m G 1 P-B	498 193 354	Egp	82 V.07	Earle's Co Ld Hull	A; <i>hél</i> ; 5 <i>comp</i> .	49.50 162-5	7.90 25 11	4.50 14-9	.....	Alexandrie	Alx. 5.07	
✠	173	CURACAO, Pals. (12.99) ELECTR.	✠	—	—	2 m	728 434 604	P-B	90	Rykee & Co Rotterdam	A; <i>hél</i> ; 5 <i>comp</i> ; D. R. 32m; G. 4m57; (WB. cell. 195 t.); p. b.	60.35 198-0	10.05 33-0	3.96 13-0	.....	Surinam	Rd. 99	
✠	174	CURITYBA, . . . . . (8.95) ELECTR.	✠	—	—	B-G 2 P	2363 1475 2023	Cub	87 V.95	Reiherstieg Schiffs- werfte Hamburg	A-F; <i>hél</i> ; 6 <i>comp</i> ; D. 28m80; R. 23m50; G. 16m; (WB. cell. 360 t.); $\frac{1}{2}$ p. F; rp-car. 8.95.	94.85 311-2	12.20 40-0	6.75 22-2	.....	La Havane	Hbg 95	
✠	175	CURONIA, Jahnke. (12.00 68-83)	✠	—	—	Glt 1 P-B	521 347 369	Alm	83 V.00	Cie Vulcan Stettin	F; <i>hél</i> ; 5 <i>comp</i> ; D. 28m60; G. 8m20; (WT. ale A. 5m40, 80 t.); car. 3.04.	49.70 163-1	7.45 24 5	3.86 12-8	.....	Stettin	Stt. . 04	
✠	176	CUXHAVEN, Mewes. Trawler. (11.06)	✠	3/3, G A.&C.P.	1.1.	Glt	155 34 143	Alm	91 III 83 V.06	Actien - Gesellschaft « Neptun » Rostock	F; <i>hél</i> ; 5 <i>comp</i> ; R. 10m06; (WB. M. 6t.). p S; rp. 66; car. 10.06.	31.79 103-4	6.20 20-4	3.21 10-6	.....	Altona	Hbg 10.06	
✠	177	CUYAHOGA (ex-Lucigen), ELECTR. Dyer. (8.06) Petrol. in bulk. 87-02	✠	3/3, L A.&C.P.	1.1.	3 m 2 P-B	4527 2929 4117	Ang	02 V.07	Sir W. G. Armstrong Whitworth & Co Ld Newcastle o/Tyne	A-F; <i>hél</i> ; 20 <i>comp</i> ; D. 27m93; R. 7m; G. 11m42; (WB. 87 t; C. R. 21 t; C. A. 74 t); rp-car. 5.07.	112.77 370 0	14.77 48-6	8.74 28-8	.....	Liverpool	Lva. 5.07	
	178	CYRENE, Jönsson. (5.07)	✠	3/3, P	1.1.	2 m	332 236 219	Sds	04 V.07	Lödöse Warf Lödöse	A; <i>hél</i> ; 4 <i>comp</i> ; G. E; p. A; grp-car. 6.07.	33.52 110-0	7.93 26-0	3.15 10-4	.....	Gothombourg	Got. 5.07	
	179	CYRENIAN, Hancock. 71-98 (8.07)	✠	3/3, G A.&C.P.	1.1.	Glt 2 P	1403 916 1396	Ang	74 V.07	Bowder, Chaffer & Co Seacombe	F; <i>hél</i> ; 7 <i>comp</i> ; G. 11m58; R. 7m72; 1 p. F; 1 p. P; R. R. 18m18; car. 7.07.	88.79 291-4	9.14 30-0	7.20 23-8	49 $\frac{1}{2}$ 53 $\frac{1}{2}$ 57 $\frac{1}{2}$	Liverpool	Av. 7.07	
✠	180	CYRNOS, Udino. (6.07) ELECTR.	✠	3/3, G A.&C.P.	1.1.	Glt 2 P-H	1014 475 996	Fre	90 V.07	David J. Dunlop & Co Port-Glasgow	A; <i>hél</i> ; 5 <i>comp</i> ; <i>avenged</i> ; R. R. 9m45; R. A. 4m67; WB. cell. 130 t.; p. T. & P; rp. 07; car. 6.07.	68.72 225-6	8.92 29 3	6.45 21-2	.....	Marseille	Mrs. 6.07	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS							LAST SURVEY		
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler. Donkey Boiler.		MAKERS — PORT AND DATE of CONSTRUCTION	
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						Diamet.	Length	NUMBER	grate surface in sq. meters in sq. feet				heating surface in sq. meters in sq. feet
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
169	A. Kirsten	✠	Tr. Exp. (9.96)	3	42 - 71 - 112 16.6-28-44	70 27.6	540 90	H. Paucksch Landsberg a/W. 1896	.....	✠	2 C	3.26 10-8	3.00 9-10	4	4.80 52	190 2044	11.5 165	Schiffswerft v. Hen- ry Koch Lubeck 1896	Hbg 98
170	Hamburg-Amerik. Pac- ketf. Act. Ges.	✠	Tr. Exp. (5.97)	3	56 - 89 - 148 22 - 35 - 58.3	100 39.3	200 1000 76	Blohm & Voss Hamburg 1889	.....	✠	2 C	3.70 12-1	3.09 10-1	4	8.36 90	260 2795	11.2 160	Blohm & Voss Hamburg 1889	Hbg 97 v.c.97
171	Larangeira Mendes y Cia	✠	Tr. Exp. (3.05)	6	28 - 46 - 74 11-18-29	53 21	120 900 170	J. G. Kincaid & Co Ld Greenock 1905	Glsg. 3.05	✠	2 C	3.78 12-5	3.20 10-6	4	7.99 86	231 2486	11.2 160 5.6-80	A.F. Craig & Co Ld Paisley 1905	Glsg. 3.05
172	S. A. le Prince Aziz Hassan	.	Comp. (5.07)	2	58 - 112 23 - 44	61 24	79 240 85	Earle's Co Ld Hull 1882	Alx. 5.07	.	1 C	3.80 12-6	2.80 9-2	3	4.28 46	132 1417	5.2 75	Earle's Co Ld Hull 1903	Alx. 5.07 v.c. 5.07
173	Gouvernement Hollan- dais	✠	Comp. (12.99)	2	53 - 99 21 - 39	61 24	500 125	Maatschappij « de Maas » Rotterdam 1899	.....	✠	2 C	3.35 11-0	2.74 9-0	4	1.58 17	93 1000	7 100	Maatschappij « de Maas » Rotterdam 1899	Rd. 99
174	Louis V. Placé	✠	Tr. Exp. (8.95)	3	61 - 99 - 157 24 - 39 - 61.6	107 42	325 1500 69	Reiherstieg Schiffs- werfte Hamburg 1887	.....	✠	2 CD	3.80 12-6	4.72 15-6	8	12.73 137	431 4640	11.5 165	Reiherstieg Schiffs- werfte Hamburg 1887	Hbg 95 v.c.95
175	Kurland Dampfschiffs- Actien-Gesellschaft (E. Haubuss)	✠	Comp. (4.00)	2	55 - 100 21.6 - 39.4 PS. n.4.02; v.3.04	70 27.6	350 80	Cie Vulcan Stettin 1883	Stt. 04	✠	1 C	3.50 11-6	3.00 9-10	2	3.64 39	120 1291	5.5 78 5.5-78	Cie Vulcan Stettin 1902	Stt. 04 v.c.00 P.C.04
176	D. Bartels	✠	Comp. (11.06)	2	45 - 85 17.7 - 33.3 PS. c. 10.06	50 19.7	250 110	Action-Gesellschaft « Neptun » Rostock 1891	Hbg 11.06	✠	1 C	3.20 10-5	2.90 9-5	2	2.50 27	93 100	6.5 92-5	Action-Gesellschaft « Neptun » Rostock 1891	Hbg 11.06 v.c.11.06
177	Anglo-American Oil Co Ld (J. H. Usmar)	✠	Tr. Exp. (5.07)	3	66 - 112 - 183 26 - 44 - 72 PS. 5.07	122 48	404 2300 68	North Eastern Ma- rine Engin. Co Ld Wallsend o/T. 1902	Lvp. 5.07	✠	3 C	4.57 15-0	3.35 11-0	9	17.38 187	613 6700	12.6 180 7-100	North Eastern Ma- rine Engin. Co Ld Wallsend o/T. 1902	Lvp. 5.07 P.C. 5.07 v.c. 5.07
178	Rederi Aktie Bolaget « Columbia »	.	Comp. (5.07)	2	31 - 69 12 - 27	46 18	160 130	Lödöse Warf Lödöse 1907	Got. 5.07	.	1 C	2.70 8-10	2.44 8-0	2	2.32 25	48 522	8.8 125	Lödöse Warf Lödöse 1907	Got. 5.07
179	Gellatly, Hankey & Co	.	Comp. (8.07)	2	82 - 162.5 32.3-64 PS.c.05, v.8.07	91.4 36	107 700	Jas. Jack Rollo & Co Liverpool 1874	Av. 8.07	.	2 CD	3.15 10-4	5.13 16-10	8	9.75 105	296 3186	4.92 70 4.9-70	Jas. Jack Rollo & Co Liverpool 1874	Av. 8.07 v.c. 8.07 P.C. 8.06
180	Cie Marseillaise de Na- vigation à Vapeur (Fraissinet & Co)	✠	Tr. Exp. (6.07)	3	58 - 91.4 - 152 22.7 36-60 PS. n.1.06	107 42	325 1300 75	D. J. Dunlop & Co Port-Glasgow 1890	Mrs. 6.07	✠	4 C	3.60 11-10	4.59 15-1	4	10 107	535 5752	15 210	Fraissinet & Co Marseille 1898	Mrs. 6.07 v.c. 6.07

## CZE

SURVEILLANCE SPECIALE		NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX PROPULSEUR				LONGUEUR			LARGEUR			CREUX			FRANC ETÉ HIVER H.A.N.			PORT D'ARMEMENT			LIEU et DATE de la DERNIERE VISITE		
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						NOMBRE DE PONTS		T. R. U.		ANNÉE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				EN MÈTRES EN PIEDS & POUCES			EN MÈTRES EN PIEDS & POUCES			EN POUCE											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																				
✠	181	CZAR-NICOLAI-II, <i>Beyer.</i> <i>ELECTR.</i> — - 95 <b>Petrol. in bulk. (5.07)</b>	Ⓜ P.R.	3/3, L	1.1.	Glt 2 P B	2076 1305 1794	Alm	95 1917	F. Schichau Danzig	A: <i>hél</i> ; 12 <i>comp</i> ; D. 23m79; R. 6m71; G. 9m53; (W).E.B.53 t; C.N.87 t. C. R. 3 t.; 2 p. A; rp-car.5.07.	81.50 267 2	11.56 37-11	7.58 24-10	.....	Hamburg	Hbg 5.07																				
.	182	CZERNAWODA,....(8.99)	Ⓜ	—	—	1 m	53 61	Rmn	99	Chantier Danubius Budapest	A: <i>hél</i> ; 5 <i>comp</i> .	32.00 105-0	5.00 16-5	1.97 6-6	.....	Giurgevo	Bd . 99																				

## ARMATEURS

MACHINES										CHAUDIÈRES							
SURVEILLANCE SPÉCIALE	TYPE	DATE DU CERTIFICAT	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux-vapeur Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPÉCIALE	TYPE	ENVELOPPE		FOYERS		PRESSION C <sup>o</sup> aud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES
			DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN CENTIMÈTRES EN POUCES							Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE sur deguille en mè. carr. en pieds carr.	sur. de chauffe en mè. carrés en pieds carrés			
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
✠	Qu. Exp. (5.07)	4	48-70-100-145 19-28-39-57 PS.2.06	90 35	250 1000 80	F. Schichau Elbing 1895	Hbg 5 07	✠	2 C	3.70 12-2	3.09 10-2	4	6.40 69	302 3247	15 213 7-100	F. Schichau Elbing 1895	Hbg 5.07 v. c. 5.07
.	Comp. (8.99)	2	40 - 63 16 - 25	40 16	175 160	Chantiers Danubius Budapest 1899	.....	.	1 C	2.60 8-6	2.60 8-6	2	2.40 26	75 806	9 128	Chantiers Danubius Budapest 1899	Bdp. 99



## DAN

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD	PORT	LAST SURVEY			
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				U.	PROPPELLER							WATERTIGHT COMPARTMENTS		
	DATE OF TERM																				ERECTIONS ON DECK	WATERBALLAST, DECKS
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18					
✠	1	D.-DIAMANTIDIS, <i>Petruzzi</i> . (7.99)	II	—	—	Kt	526 315 447	Rss	95 V.99	Edwards Bros North-Shields	A-F; 2 <i>hél</i> ; 5 <i>comp</i> ; $\frac{1}{2}$ D. 12m19; R. $\frac{1}{2}$ p. A.; car. 7.99.	61.06 200-4	9.17 30-1	2.37 8-5	.....	Odesa	Ods. 99					
✠	2	D.-SIEDLER, <i>Behrens</i> . (12.93)	I	—	—	Glt	503 289 400	Alm	89 V.93	J. W. Klawitter Danzig	A; <i>hél</i> ; 5 <i>comp</i> ; $\frac{1}{2}$ D. 10m50; R. 13m30; G. 6m50; W.B. E. & B. 43 t.; C. A. 32 t.; C. A. 7 t.; 1 p. A.; rp. 90; car. 1.96.	52.42 172-0	7.46 24-6	3.97 13-0	==	Danzig	Hrtl. 96					
✠	3	DACIA, <i>Popovaz</i> . (5.07) ELECTR.	①	3/3, L A. & C. P.	1.1.	2 m 3 P-A	3418 1364	Rmn	07	Chantiers de la Loire St-Nazaire	A; 2 <i>hél</i> ; 6 <i>comp</i> ; shadedeck; R. 51m32; 13m16 & 10m40; (W.B. cell. 284 t.; C. A. 40 t.); 2 $\frac{1}{2}$ p. A.	109.05 257-9	12.83 42-1	8.35 27-5	34 37 $\frac{1}{2}$	Constantza	Nt. 5.07					
✠	4	DAGHESTAN, <i>de Vries</i> . 71-99 (5.03) Petrol. in bulk.	①	3/3, L A. & C. P.	1.1.	Glt 2 P-S	2818 1786 2483	Blg	98 V.03	Sir W. G. Armstrong Whitworth & Co	A-F; <i>hél</i> ; 19 <i>comp</i> ; spard. D. 23m78; R. 7m32; G. 11m88; (W.B. cell. 119 t.; C. A. 147 t.; C. A. 14 t.); 1 p. F; 1 p. A.; rp. 00; car. 1.07.	92.66 304-0	12.19 40-0	7.75 25-5	62 65 $\frac{1}{2}$	Anvers	Av. 1.07					
✠	5	DAGMAR, <i>Gamper</i> . (9.06) 74-07	II	3/3, G	1.1.	Glt	245 176	Rss	67 V.07	F. Schichau Elbing	F; <i>hél</i> ; 4 <i>comp</i> ; D. 11m; 1 p. P. 00; rp. 88; car. 7.07.	42.6 138-0	5.9 19-4	3.05 10-0	.....	Windau	Riga 7.07					
.	6	DAHRA (ex-Casos), <i>Goron</i> . (11.03)	I	3/3, L	1.1.	2 m	2127 1333	Frq	91 V.03	J. L. Thompson & Sons Sunderland	A; <i>hél</i> ; 7 <i>comp</i> ; part <i>awningd</i> ; (W.B. 400 t.; C. A. 22 t.); car. 12.06.	85.25 279-8	11.95 39-3	6.64 21-10	11 $\frac{1}{2}$ 15 17	La Rochelle	Card. 12.06					
.	7	DAKALIEH, <i>Willy</i> . (5.05) ELECTR.	I	3/3, G	1.1.	2 m 3 P-A	1438 644	Ang	65 V.05	Wigram & Sons Londres	A; <i>hél</i> ; 5 <i>comp</i> ; shadedeck; grp. 12.01; car. 8.07.	82.20 269-8	10.66 35-0	5.03 16-6	67 $\frac{1}{2}$ 70 $\frac{1}{2}$ 72 $\frac{1}{2}$	Londres	Alx. 8.07					
.	8	DALEGARTH, <i>Storm</i> . (5.07)	I	3/3, L	1.1.	Glt 1 P-B	2265 1434 1716	Ang	89 V.07	John Readhead & Sons South-Shields	A-F; <i>hél</i> ; 5 <i>comp</i> ; welded; $\frac{1}{2}$ D. 24m99; P. 11m58; R. 35m90; G. 9m75; (W.B. cell. 515 t.); 1 p. F; rp-car. 5.07.	88.39 290-0	11.88 39-0	5.77 18-11	.....	Newcastle o/T	N-C. 5.07					
.	9	DAMIER (ex-Vindex), <i>Leduvea</i> . (6.06) Chalutier.	I	3/3, P	1.1.	Kt	154 32	Frq	96 V.06	Cochrane & Cooper Beverley	F; <i>hél</i> ; 4 <i>comp</i> ; R. 10m90; (W.B. C. A. 10 t.).	28.35 93-0	6.25 20-6	3.43 11-3	.....	Nantes	Nt. 6.06					
✠	10	DANA, <i>Schmidt</i> . (12.05) 99-05	I P. R.	3/3, A A. & C. P.	1.1.	2 m	1590 1007 1285	Dan	05	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 6 <i>comp</i> ; $\frac{1}{2}$ D. 20m42; R. 17m07; G. 7m32; (W.B. cell. 385 t.; C. A. 26 t.; C. N. 40 t.; T. 48 t.); rp-car. 3.07.	77.72 255-0	11.32 37-2	5.21 17-1	27 $\frac{1}{2}$ 30 $\frac{1}{2}$ 31	Copenhagen	Cph. 3.07					
✠	11	DANA, . . . . . (6.97)	10	—	—	Glt	207 138 164	Sds	97	K. Olsson Gamla-Lödöse	A-P; ch-frg; <i>hél</i> ; sfb; grp-car. 9.00.	30.94 101-5	6.77 22-2	3.35 11-0	.....	Karlstad	Hbg 00					
✠	12	DANAË, <i>Katoen</i> . (4.06)	I P. R.	3/3, L A. & C. P.	1.1.	2 m 2 P	1137 693	P B	94 V.06	Ryke & Co Rotterdam	A; <i>hél</i> ; 6 <i>comp</i> ; G. 8m13; R. 16m91; (W.B. 204 t.); 1 p. A.; rp-car. 1.07.	69.50 228-0	9.75 32-0	5.30 17-5	.....	Amsterdam	Am. 1.07					

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY	
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION			SHELL Diameter Length — IN METERS IN FEET AND INCHES	FURNACES NUMBER grate surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES														
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
1	D. Diamantidis & Fils	✠	2 Comp. (7.99)	4	35 - 71 14 - 28	53 21	60 360 120	North Eastern Ma- rine Engs Co (Ld) Sunderland 1895	.....	✠	1 C	3.82 12-5	3.20 10-6	3 34.5	121 1311	7 100	North Eastern Ma- rine Engs Co (Ld) Sunderland 1895	Ods. 99 v.c.99	
2	F. G. Reinhold	✠	Tr. Exp. (12.93)	3	33 - 56 - 90 13 - 22 - 35.4	65 25.6	300 96	J. W. Klawitter Danzig 1889	.....	✠	2 C	2.40 7-9	2.00 8-5	2 25	105 1129	10.5 149	J. W. Klawitter Danzig 1889	N-C. 96 v.c.93	
3	Chemins de Fer Rou- mains	✠	2 Triple (5.07)	6	62 - 98 - 164 24.5-38.5-64.5	100 39	1725 7000 145	Ateliers de la Loire St-Denis 1907	Nt. 5.07	✠	5 C	5.22 17-2	3.42 11-3	20 527	1599 17193	12.5 178 125-178	Chantiers de l'At- lantique St-Nazaire 1907	Nt. 5.07	
4	Société d'Armement, d'Industrie et de Com- merce	✠	Tr. Exp. (5.03)	3	61 - 97 - 163 24 - 38 - 64 PS.3.06	107 42	275 1400 70	Rt Stephenson & Co Ld Newcastle-o/T.1898	Av. 3.06	✠	2 C	4.57 15-0	3.20 10-6	6 109	10.12 4484	417 160 7-100	Rt Stephenson & Co Ld Newcastle-o/T.1898	N-C. 03 v.c.03	
5	Max. Reincke	.	Comp. (7.07)	1	35.5 - 71 14 - 28 PS.6.03	46 18	60 250	Oscarshamns Mek. Verkstad Oscarshamn 1896	Riga 7.07	.	1 C	2.97 9-9	3.50 11-6	2 40	3.70 40	8.75 125	Oscarshamns Mek. Verkstad Oscarshamn 1896	Riga 7.07 v.c.7.07	
6	Delmas Frères	.	Tr. Exp. (10.03)	3	48 - 77 - 129 19 - 30.5 - 51 PS.n.9.03	99 39	1055 65	Dickinson Sunderland 1891	.....	.	2 C	4.11 13-6	3.20 10-6	6 103	9.57 3200	11.2 160 5.5-78	Dickinson Sunderland 1891	L-R.2.06 p.c. 4.06 v.c.03	
7	Khedivial Mail S. S. & Graving Dock Co Ld	.	Comp. (5.05)	2	97 - 178 38 - 70 PS.11.06	122 48	300 1500 65	James Jack & Co Liverpool 1882	Alx.8.07	.	4 C	3.76 12-4	2.90 9-6	8 172	388 4172	5.27 75 5-71	Rollo & Co Liverpool 1900	Alx.8.07 p.c. 8.07 v.c.5.05	
8	Clapham Steamship Co Ld (G. E. Macarthy)	.	Tr. Exp. (5.07)	3	56 - 91.4 - 152 22 - 36 - 60 PS.5.07	99 39	250 1100 65	J. Readhead & Sons South-Shields1889	N-C.6.07	.	2 C	4.11 13-6	2.94 9-8	6 96	8.92 3200	297 160 5-71	J. Readhead & Sons South-Shields 1889	N-C.6.07 p.c. 6.07 v.c.6.07	
9	Gettens	.	Triple (6.06)	3	28 - 43 - 74 11-17-29	56 22	275 110	Cochrane & Cooper Beverley 1896	Nt. 6.06	.	1 C	2.96 9-9	2.96 9-9	2 30	2.73 828	77 157	Cochrane & Cooper Beverley 1896	Nt. 6.06 v.c.6.06	
10	Det Danske Kulkompa gni	✠	Triple (12.05)	3	46 - 74 - 127 18-29-50 PS.3.07	84 33	170 900 90	Burmeister & Wain Copenhagen 1905	Cph.3.07	✠	2 C	3.66 12-0	3.05 10-0	4 70	6.51 2810	261 180	Burmeister & Wain Copenhagen 1905	Cph. 12.05	
11	C. Mattsson	.	Comp. (6.97)	2	24 - 64 9.5 - 25	49.5 19.5	25 100 120	Lindholmens Werk- stad Gothembourg 1874	.....	.	1 C	2.47 8-1	2.37 7-10	2 26	2.40 722	67 75	Eriksbergs Mek. Verkstad Gothembourg 1890	Hbg 00 v.c.97	
12	Koninklijke Nederl-and- sche Stoomboot Maat- schappij	✠	Tr. Exp. (6.02)	3	44 - 71 - 114 17.5 - 28 - 45 PS. 4.06	91.4 36	650 75	Ned. Stoomb. Maat- schappij Rotterdam 1894	Am. 4.06	✠	2 C D	3.35 11-0	4.42 14-6	4 57	5.30 1861	173 160 5.6-80	Ned. Stoomb. Maat- schappij Rotterdam 1894	Am.4.06 p.c. 4.06 v.c.4.06	

SURVEILLANCE SPECIALLE		DEL			NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT — NOMBRE DE PONTS		TONNAGE		PAVILLON		ANNÉE DE LA CONSTRUCTION		CONSTRUCTEURS — PORT DE CONSTRUCTION		MATÉRIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		LONGUEUR		LARGEUR		CREUX		EPUANG HIVER H.A.N. en pouces		PORT D'ARMEMENT		LIEU ou DATE de la DERNIÈRE VISITE	
					DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME																													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																	
	13	DANIA (ex-Tetuan), Erikson. (4.04) 97 - 03	I	3/3,G	1.1.	Glt 2 P-A	1378 827	Sds	96 V.04	J. Scott & Co Kinghorn	A; hêt; 5 comp; (WB. cell. N. 140 t.; R. 66t.); 1 p. A; 1 p. F; rp. 06; car. 9.07.	70.28 230-7	10.05 33-0	7.01 23-0	.....	Gothembourg	Got. 9.07																	
	14	DANIA (ex-Adèle-Küppen), ELECTR. Jonassen. (4.06) 82 - 07	II	3/3,G	1.1.	Glt 1 P-B	877 534 701	Nrw	81 11206	Ramage & Fergusson Leith	F; hêt; 5 comp; welded; 1 D. 22m35; R. R. 2m22; R. 13m96; R. N. 2m22; G. 6m70; (WB. cale. R. 80 t; C. N. 20 t; C. R. 20 t.); 1 p. F; rp. 07; car. 6.07.	63.43 208-1	9.20 30-2	4.68 15-4	.....	Christians- sand	N-C. 6.07																	
	15	DANIA (ex-Faerder), Åker- ELECTR. son. (4.05)	I	3/3,G	1.1.	2 m	563 376 412	Sds	85 V.05	Lübeck	A; hêt; 5 comp; D. 26m82; G. 7m93; (WB. E. B. 45 t; C. R. 12 t; C. N. 28 t); 1 p. A; grp-car. 5.07.	47.98 157-5	7.85 25-9	3.80 12-6	.....	Stockholm	Gf. 5.07																	
+	16	DANMARK, Petersen. (6.06)	I	3/3,G	1.1.	Glt	362 92 349	Dan.	98 V.06	Helsingörs Jernskib- byggeri Elseneur	A; hêt; 6 comp; (WB. 146 t.; C. N. 21 t.; C. R. 2 t.); rp. 02; car. 6.06.	47.12 154-7	7.94 26-0	4.02 13-2	.....	Copenhagen	Oph. 6.06																	
+	17	DAVID-MARSHALL-WHIT- NEY, ..... (4.01) ELECTR.	I	—	1.1.	2 m 1 P-B	4626 3584	Amr	01	Detroit Shipbuilding Co Wyandotte	A; hêt; 4 comp; R. G. (WB. cell).	125.80 412-9	15.67 51-5	8.54 28-0	.....	Cleveland	Clv. 01																	
+	18	DAVID-Z.-NORTON, ELECTR. .... (4.06)	I	3/3, Lakes	1.1.	—	5667 4250	Amr	06	American Shipb. Co Cleveland	A; hêt; 4 comp; (WB. D. B. & side tanks); 1 p. A.	146.30 480-0	15.85 52-0	9.14 30-0	.....	Fairport	Clv. 4.06																	
+	19	DE-CARPENTIER, Eil- ELECTR. bracht. (3.03)	I	3/3,G	1.1.	Glt 2 P-S	1244 766	P-B	90 V.03	Nederlandsche Stoom- boot Mij Rotterdam	A; hêt; spard; 7 comp; (WB. C. R. 15 t; N. 10 t); 1 p. T; 1 p. A; car. 9.05.	71.62 235-0	9.95 32-8	5.25 17-3	.....	Batavia	Btv. 9.05																	
+	20	DE-CLERVILLE, ..... Remorqueur. Bateau-pompe. (12.00)	I	—	—	—	41 00 41	Frq	00	L. Labarre Marseille	A; hêt; 5 comp.	17.15 56-3	4.33 14-2	2.09 6-10	.....	Cette	Mrs. 00																	
+	21	DE-EERENS, Wonder. ELECTR. (12.05)	II	3/3,G	1.1.	2 m 2 P-A	1314 795	P-B	03 V.0	Konink. Maatsch. de Schelde Flessingue	A; hêt; 6 comp; shaded; D. 17m68; G. 15m16; (WB. C. A. 27 t; C. R. 50 t.; 1 p. A; car. 12.05.	67.86 222-8	10.97 36-0	4.57 15-0	28 1/2 30 1/2 32 1/2	Batavia	Btv. 12.05																	
+	22	DE-KLERK, Hage. (4.05) ELECTR.	I	3/3, L	1.1.	Glt 2 P-A	2035 1264 1718	P-B	00 V.05	Nederlandsche Scheepshouw M. Amsterdam	A; hêt; 7 comp; shaded; D. 18m30; R. 20m71; G. 18m61; (WB. cell. 275 t.; 1 p. A; rp. 04; car. 3.06	91.40 299-11	12.42 40-9	5.74 18-10	42 45 47	Batavia	Sgp. 3.06																	
+	23	DE-KOCK, de Vries. ELECTR. (4.05)	II	3/3, P	1.1.	2 m 2 P-A	565 335 355	P-B	01 V.05	Koninklijke Mij de « Schelde » Flessingue	A; 2 hêt; 5 comp; shadedeck; grp 02; car. 2.06.	51.51 169-0	8.38 27-6	3.35 11-0	21 22 1/2 24 1/2	Batavia	Btv. 2.06																	
	24	DELFIN (ex-Batavier-I), Remenges. (3.04)	I	3/3,G	1.1.	2 m 2 P	731 501 565	Gre	72 V.04	Nederlandsche Stoomboot Mij Rotterdam	F; hêt; 5 comp; 2 p. PP; car. 5.06.	70.10 230-0	8.84 29-0	4.47 14-8	.....	Pirée	Rd. 5.06																	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



## ARMATEURS

## MACHINES

## CHAUDIÈRES

10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
13	Förnyade Ångfartygs Aktiebolaget « Svens- ka-Lloyd » (W. Frodin)	Tr. Exp. (4.04)	3	50 - 81 - 137 19.5 - 32 - 54 PS.n.11.02; v.1.07	91 36	71 850	J. Scott & Co Kinghorn 1896	Got. 1.07	1 C	4.72 15-6	3.20 10-6	3	6.50 70	224 2405	12.6 180 5.6-80	J. Scott & Co Kinghorn 1896	Ld. 1.07 P.C. 1.06 v.c. 0.4		
14	Olaf J. O. Borgen	Comp. (4.06)	2	63.5 - 122 25 - 48 PS.n.06; v.6.07	76 30	95 380 70	Lees, Anderson & Co Glasgow 1881	N.C.6.07	1 C	4.11 13-6	3.00 9-10	3	4.06 44	114 1223	7 100 4-57	Kette Dresden 1901	Stt. 4.96 P.C. 4.06 v.c. 4.06		
15	Nya Rederi Aktiebola- get « Svea » (H. Blom- berg)	Comp. (4.05)	2	48 - 81 19 - 32 PS.n.01; v.5.07	55 21.5	70 300 98	H. Paucksch Lundberg 1885	Gfl. 5.07	1 C	3.43 11-3	2.90 9-6	2	3.62 39	110 1183	6.3 90 7-100	Fredrikstad Mek. Vaerkstad Fredrikstad 1894	Gfl. 5.07 v.c. 4.05 P.C. 5.07		
16	Em. Z. Svitzers Bjerg- nings Enterprise	Tr. Exp. (6.00)	3	42 - 66 - 107 16 6 - 26 42 P.S. 6.06	69 27	132 800 116	Helsingörs Maskin- Byggeri Elseneur 1898	Cph. 6.06	2 C	3.48 11 5	3.10 10-2	4	5.88 63	230 2480	12.6 180	Helsingörs Maskin- byggeri Elseneur 1898	Cph. 6.06 v.c. 6.06		
17	J. G. Gilchrist	Tr. Exp. (4.01)	3	56 - 89 - 147 22-35 58	107 42	1200 85	Detroit Shipbuild- ing Co Detroit (Mich.) 1901	.....	2 C	4.01 13-2	3.53 11-7	4	8.18 88	399 4292	11.6 165	Detroit Shipbuild- ing Co Detroit (Mich.) 1901	Civ. 01		
18	Norton Transit Co	Triple (4.06)	3	57 - 91 - 152 22.5-36-60	107 42	1600 83	American Shipb. Co Cleveland 1906	Civ. 4.06	2 C	4.19 13-9	3.50 11-6	4	8.56 92	432 4640	12.6 180	American Shipb. Co Cleveland 1906	Civ. 4.06		
19	Koninklijke Paketvaart Maatschappij	Tr. Exp. (3.03)	3	53 - 86 - 140 21 - 34 - 55 P.S. 9.05	114 45	250 1250	Nederlandsche Stoomboot Mij Rotterdam 1890	Btv. 9.05	2 C	4.19 13-9	3.27 10-9	6	12.08 130	11.2 160	Nederlandsche Stoomboot Mij Rotterdam 1890	Btv. 9.05 v.c. 0.3 P.C. 9.05			
20	Chambre de Commerce de Cette	Comp. (12.00)	2	19 - 35 7.5 - 15	18 7	8 30 250	L. Labarre Marseille 1900	.....	1 Ni- claus- se	2.25 × 1.18 × 1.99 7-5 × 3-11 × 6-6	1	1.12 12	34.62 372	12 170	Niclausse & Co Paris 1900	Mrs. 00			
21	Koninklijke Paketvaart Maatschappij	Tr. Exp. (12.05)	3	43 - 69 - 117 17 - 27 - 46 P.S. 12.05	99 39	700 85	Konink. Maatsch. de Schelde Flessingue 1903	Btv. 05	1 C	4.77 15-8	3.22 10 7	4	7.07 76	239 2565	12 170 5.6-80	Konink. Maatsch. de Schelde Flessingue 1903	Btv. 05 P.C. 05 v.c. 05		
22	Koninklijke Paketvaart Maatschappij	Tr. Exp. (4.05)	3	58 - 91 - 152 23 - 36 - 60	107 42	1250 75	Nederlandsche Fabriek Amsterdam 1900	Btv. 4.05	2 C	4.72 15 6	3.17 10-5	6	13 140	433 4656	11.2 160 5.6-80	Nederlandsche Fabriek Amsterdam 1900	Btv. 4.05 v.c. 4.05 P.C. 4.05		
23	Koninklijke Paketvaart Maatschappij	2 Comp. (4.05)	1	41 - 81 16 - 32 P.S. 4.05	46 18	85 100 85	Koninklijke Mij de Schelde Flessingue 1902	Btv. 2.06	1 C	4.27 14 0	3.05 10 0	3	5.30 57	152 1635	7.75 110 7.7-110	Koninklijke Mij de Schelde Flessingue 1902	Btv. 2.06 P.C. 2.06 v.c. 4.05		
24	J. Cominos	Comp. (3.04)	2	66 - 124 26 19 PS. 5.06	74 29	550 84	Nederlandsche Stoomboot Mij Rotterdam 1883	Rd. 5.06	1 C	4.27 14-0	3.15 10 4	3	5.58 60	161 1726	5.6 80 5.6-80	Nederlandsche Stoomboot Mij Rotterdam 1892	Rd. 04 P.C. 04 v.c. 04		



## DIA

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	REG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH — IN METERS IN FEET & INCHES	BREADTH — IN METERS IN FEET & INCHES	DEPTH — IN METERS IN FEET & INCHES	FREE BOARD — SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY			
	— DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM						T.	R.													
							U.														
	1	2	3				4	5											6	7	8
✠	25	DENISE, <i>Berquier</i> . (6.97) Chalutier.	I	—	—	2 m	93 11	Frç	97	E. Lucas & Co Dieppe	A; <i>hél</i> ; 7 <i>comp</i> ; car. 5.99.	25.34 83-2	5.72 18-9	3.04 10-0	.....	Tréport	Hv. 99				
.	26	DERWENT ( <i>ex-Lilla</i> ), <i>Jenkins</i> . (11.04)	I	3/3, L	1.1.	3 m G 2 P-B	1562 1774	Ang	79 V.04	R. Thompson Jr Sunderland	F; <i>hél</i> ; 7 <i>comp</i> ; D. 21m34; R. 20m73; G. 10m36; (WB. 294 t; C.R. 63 t); rp. 04; car. 11.04.	99.27 325-9	11.01 36-2	7.16 24-5	.....	Hong-Kong	H-K. 04				
✠	27	DESTERRO, . . . . . (2.95) ELECTR.	I P.R.	—	—	Gl't 2 P-S	1611 2234	Alm	94	Blohm & Voss Hamburg	A; <i>hél</i> ; 6 <i>comp</i> ; <i>spard</i> ; D. 10m90; R. 25m50; G. 9m; (WB cell. 412 t.); 2 p. A.	91.44 300-0	11.58 38-0	8.16 26-9	.....	Hamburg	Hbg 95				
✠	28	DETROIT, . . . . . (12.04) ELECTR. Railway Ferry.	I	3/3, L	1.1.	1 P-B	2039 1307	Amr	04	Great Lakes Engin- eering Works Detroit (Mich)	A; 4 <i>hél</i> ; 7 <i>comp</i> .	80.56 284-0	19.51 64-0	5.94 19-6	.....	Detroit (Mich)	Clv. 04				
✠	29	DEUTSCHLAND, ELECTR. <i>Dalldorf</i> . (10.05) 83-02 Petrol. in bulk.	I	3/3, L A.&G.P.	1.1.	G 3m 3 P-T	2353 2402	Alm	93 11/05	Cle Vulcan Stettin	A; <i>hél</i> ; 14 <i>comp</i> ; D. 12m73; R. 7m70; G. 10m42; (WB. E. & B. 89 t; C.A. 80 t; C. R. 18 t.); 3 p. A; car. 7.07; rp. 07.	103.02 338-0	13.31 43-7	9.70 31-8	.....	Hamburg	Hbg 7.07				
✠	30	DEUX-CHARENTES, <i>Co- nan</i> . (3.05)	I	3/3, L A.&G.P.	1.1.	2 m	510 1298	Frç	01 V.05	Wood, Skinner & Co Ld Newcastle o/T.	A; <i>hél</i> ; 5 <i>comp</i> ; D. 8m54; $\frac{1}{2}$ D. 3m52; R. 3m66; G. 8m23; (WB. cell. 391 t.); C. R. 67 t; C. A. 61 t.); car. 3.05.	76.21 250-0	11.25 36-11	4.66 15-4	.....	La Rochelle	L-R.3.05				
.	31	DEUX-FRÈRES ( <i>ex-Alacrité</i> ) <i>Lepaumier</i> . (2.04) 89-04	I	3/3, G	1.1.	Kt	136 201	Frç	93 V.04	J. T. Eltringham & Co South-Shields	A; <i>hél</i> ; 4 <i>comp</i> ; <i>welld</i> ; $\frac{1}{2}$ D. 12m80; R. 3m05; G. 6m10; (WB. T. A. 30 t.); p. A; rp-car. 4.07.	39.80 130-7	6.60 21-8	3.05 10-0	.....	St-Vaast La Hougue	Chb. 4.07				
.	32	DEUX-FRÈRES, <i>Lequin</i> . Chalutier. (1.99)	10-7	—	—	Dy	34	Frç	96 0.01	Baueux Boulogne	C-Ht; ch. frg; sfb; <i>hél</i> .	14.90 48-11	5.25 17-3	2.50 8-2	.....	Dieppe	Dp. 01 c.v.99				
✠	33	DEVAWONGSE, <i>Bruhn</i> . (9.05)	I	3/3, L	1.1.	Gl't 2 P	1643 1057 1525	Alm	88 V.05	Fairfield Shipbuild- ing & Engineering Co Glasgow	A; <i>hél</i> ; 6 <i>comp</i> ; R. R. 10m36; R. 5m50; G. 12m20; (WB. scales R & M. 41m45; 273 t; C. R. 17 t; C. A. 21 t.); $1\frac{1}{2}$ p. A; rp. 06; car. 10.03.	82 4 270-5	11.3 37-1	6.60 21-8	52 $\frac{1}{2}$ 55 $\frac{1}{2}$ 59 $\frac{1}{2}$	Bremen	H-K. 10.06				
✠	34	DEVOLANT, . . . . . (5.01) Drague.	I	—	—	1 m	476	Rss	01	Werf Conrad Haarlem	A; <i>hél</i> ; 8 <i>comp</i> .	42.90 139-9	9.50 31-2	3.75 12-4	.....	Astrachan	Am. 01				
✠	35	DIAMANT, <i>Thaprich</i> . Petrol. in bulk. (7.04)	I P.R.	3/3, L A. & G.P.	1.1.	G 3m 2 P-T	3445 2205 3242	Alm	92 11/04	Sir W. G. Armstrong Mitchell & Co Newcastle o/T	A-F; <i>hél</i> ; 11 <i>comp</i> ; D. 25m29; R. 7m32; R. A. 8 $\frac{1}{2}$ t; G. 8m84; WB. E. & B. 170 t; C. A. 140 t.); 1 p. A; 1 p. F; rp. 07; car. 4.07.	100.58 330-0	13.10 43-0	9.07 29-9	.....	Hamburg	Hbg 4.07				
.	36	DIANA ( <i>ex-Checcchina-E.</i> ), <i>Ré</i> . (9.02)	I	—	—	2 m 2 P	1723 1105	Itl	77 V.02	Palmer's & Co Newcastle o/Tyne	F; <i>hél</i> ; 6 <i>comp</i> ; R. 13m20; (WB. A. 63 t; A. 120 t.); car. 8.06; rp. 03.	80.31 263-7	10.36 34-0	7.23 23-9	.....	Gènes	Card. 8.06				

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES							LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY	
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS			BUILDERS — PORT AND DATE of CONSTRUCTION					NUMBER and DESCRIPTION	SHELL		Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION			
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches							Diamet.	Length	NUMBER	grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler.		
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
25	Lucien Calamel	✠	Comp. (2.96)	2	32 - 60 12.7 - 23.6	40 15.8	25 180 130	E. Lucas & Co Dieppe 1897	.....	✠ 1 C	2.75 9-0	2.78 9-1	2	3.20 34	70 752	8 117	Soc. de Galvanisa- tion d'Anzin Anzin 1897	Hv.		
26	J. Jenkins	.	Comp. (11.04)	2	107 - 185 42 - 73 PS. 11.04	122 48	308 2000 65	North Eastern Ma- rine Eng. Co Sunderland 1879	H-K. 04	2 C D	4.06 13-4	5.23 17-2	12	476 5120	5.6 80 6-85	North Eastern Ma- rine Eng. Co Sunderland 1893	H-K. 04 v.c. 04 P.C. 04			
27	Hamburg-Sudamerika- nische Dampfschiff- fahrts-Gesellschaft	✠	Tr. Exp. (2.95)	3	53 - 85 - 142 21 - 33 - 56	107 42	1150 75	Blohm & Voss Hamburg 1895	.....	✠ 2 C	4.25 14-0	3.03 10-0	6	10.70 115	344 3700	12 170	Blohm & Voss Hamburg 1895	Hbg 95		
28	Michigan Central R. R. Co	✠	Comp. (12.04)	8	61 - 122 24-48	84 33	3600 100	Great Lakes Eng Co Detroit (Mich) 1904	Civ. 04	✠ 2 C D 2 C	3.96 13-0	11 0 6.70 22-0	12	20.46 220	958 10300	10.5 150	Lake Erie Boiler Works Buffalo (N-Y) 1904	Civ. 04		
29	Deutsch- Amerikanische Petroleum-Gesellschaft	✠	Tr. Exp. (10.05)	3	61 - 102 - 163 24 - 40 - 64 PS. n. 03; v. 6.07	125 49	460 1400 80	Cie Vulcan Stettin 1893	Hbg 6.07	✠ 2 CD	3.85 12-8	5.46 17-11	8	16.80 181	514 5533	11.2 160 11-160	Cie Vulcan Stettin 1893	Hbg 05 v.c. 05		
30	d'Orbigny, Faustin & Co	✠	Tr. Exp. (3.05)	3	51 - 84 - 137 20 - 33 - 54 PS. 3.05	91 36	180 995 70	North Eastern Ma- rine Engineering Co Ld Wallsend o/T. 1901	L-R. 3.05	✠ 2 C	3.96 13-0	3.20 10-6	6	8.36 90	260 2800	11.2 160 5.6-80	North Eastern Ma- rine Engineering Co Ld Wallsend o/T. 1901	L-R. 3.05 v.c. 3.05 P.C. 3.05		
31	Bretel Frères	.	Comp. (2.04)	2	40 - 82 16 - 32 PS. n. 04; v. 4.07	56 22	240 100	G. T. Grey South-Shields 1893	Chb. 10.07	1 C	2.90 9-6	3.00 9-10	2	2.80 30	67 720	7 100	G. T. Grey South-Shields 1893	Chb. 10.07 v. c. 04		
32	Vve Lecat	.	Comp. (1.99)	2	31 - 50 12.3 - 20	30 12	18 70 120	Cauchois Fécamp 1896	.....	1 C	2.00 6-7	2.66 8-9	1	1.30 14	42 451	7 100	Cauchois Fécamp 1896	Dp. 01 v.c. 99		
33	Norddeutscher Lloyd	✠	Tr. Exp. (9.05)	3	56 - 91.4 - 145 22 - 36 - 57 PS. 9.05	107 42	250 1300	Fairfield Shipbuild- ing & Engs Co Glasgow 1888	H-K. 9.05	✠ 2 C	4.11 13-6	2.89 9 6	6	10.87 117	10.5 150	Fairfield Shipbuild- ing & Engs Co Glasgow 1888	H-K. 9.05 v.c. 9.05 P.C. 9.05			
34	Gouvernement Impérial de Russie	✠	Comp. (5.01)	2	43 - 68 17 - 27	60 23.5	75 300 165	Gebr. Stork & Co Hengelo 1901	.....	✠ 2 C	2.50 8-2	2.90 9 5	4	5.80 62	65 699	6.3 90	Gebr. Stork & Co Hengelo 1901	Am. 01		
35	Deutsch-Amerikanische Petroleum-Gesellschaft	✠	Tr. Exp. (7.04)	3	61 - 102 - 163 24 - 40 - 64 PS. 4.07	122 48	300 1500 70	Wallsend Slipway & Engs Co Ld Newcastle o/T. 1892	Hbg 4.07	✠ 2 CD	3.81 12 6	4.72 15-6	8	13.93 150	437 4700	11.2 160 7-100	Wallsend Slipway & Engs Co Ld Newcastle o/T 1892	Hbg 04 v.c. 04 P.C. 04		
36	Societa Commerciale Italiana di Naviga- zione	.	Comp. (9.02)	2	69 - 152 27 - 60 PS. 8.06	90 39	183 900 80	Palmers & Co Newcastle o/T. 1877	Card 8.06	1 C	3.63 11-11	2.79 9-2	8	8.42 91	226 2430	5.5 78	N. O. Gio & Co Genes 1902	Gu. 02		

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE FONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIEAUX PROPULSEUR — COMPARTIMENTS : ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUÇES	LARGEUR EN MÈTRES EN PIEDS & POUÇES	CREUX EN MÈTRES EN PIEDS & POUÇES	ÉTANCÉ HIVER H.A.N.	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	2	3	4	5	6	7							13	14	15	16	17	18
+	37	DIANA, Jaarsma. (8.05)	I	3/3, L	1.1.	2 m	733 474 618	P-B	01	05	Mij voor Scheeps- bouw Rotterdam	A; hél; 5 comp; $\frac{1}{2}$ D. 20m; R. 14m; G. 6m10; (WB. cell. 200 t.); 1 p. A; car. 6.07.	60.96 200-0	9.14 30-0	4.72 15-6	.....	Amsterdam	Am. 6.07
+	38	DICIEMBRE, de Zavala. Turret. (5.05)	I	3/3, L	1.1.	Glt	3481 2049 2867	Esp	95	05	W. Doxford & Sons (Ld) Sunderland	A; hél; 5 comp; G. 10m05; (WB. cell. 820 t; C. R. 35 t.); 2 p. A; grp. 05; car. 1.07.	103.63 340-0	13.84 45-5	7.32 24-0	147 151 $\frac{1}{2}$	Bilbao	Card. 1.07
+	39	DIEPPE-III, ..... ELECTR. Drague. (10.05)	I	3/3, R	1.1.	2 m	733 .....	Frq	05	05	Chantiers de la Loire Nantes	A; 2 hél; 8 comp.	48.56 159-4	9.60 31-6	3.98 13-1	.....	Dieppe	Nt. 10.05
+	40	DIEZ-DE-OCTOBRE, ..... (7.05)	I	3/3, Y	1.1.	Chl	10 .....	Arg	05	05	D. Goedkoop Jr Amsterdam	A; hél; p. T.	11.10 36-5	2.28 7-6	1.30 4-3	.....	Santa-Fé	Am. 8.05
+	41	DIMITRI-ANDREJEVSKI, ELECTR. Frietsch. (6.05) Drague. 91 - 05	I	3/3, R	1.1.	1 m	682 390 623	Rss	05	05	Maskin & Brobyg- nads Co Helsingfors	A; hél; 9 comp; R. R. 12m19; $\frac{1}{2}$ G. 4m87.	55.40 181-9	11.00 36-0	4.10 13-6	.....	Cherson	Hlsf. 6.05
.	42	DIO-E-FORTUNA (ex-Lan- chester), Varuldo. (12.03)	II	3/3, M	1.1.	2 m 1 P-B	736 468	Itl	70	01	James Laing Sunderland	F; hél; 4 comp; $\frac{1}{2}$ D. 10m00; R. 10m20; (WB. cale R. 200 t.); rp. 04; car. 2.06.	59.90 196-6	8.77 28-9	5.59 18-4	.....	Savone	Gn. 2.06
+	43	DIOSKURIA, Kuiper. ELECTR. Porteur. (8.97)	I	—	—	1 m	367 .....	Rss	97	97	Werf Conrad Haarlem	A; hél; 7 comp.	45.00 147-8	7.70 26-3	3.50 11-6	.....	St-Peters- bourg	Am. 97
+	44	DIRECTOR-REPPENHA- GEN, Delmas. (5.97)	I	—	—	Glt 1 P-B	1683 1036 1172	Alm	93	97	C <sup>te</sup> Vulcan Stettin	A; hél; 6 comp; part. awningd. N. 52m30; $\frac{1}{2}$ D. 27m60; D. 6m72; (WB. cell. 430 t; WT. R. 200 t; C. R. 26 t; C. N. 44 t.); 1 p. A; rp. 96; car. 10.99.	79.25 260-0	10.97 36-0	6.22 20-4	==	Stettin	Stt. 00
+	45	DISA, Edgren. (7.99) (3/3, P. 1.1.)	10	...	...	Glt	202 127 157	Sds	99	99	K. Olsson Gamla-Lödöse	P-A; ch. frg; hél; 2 comp; sfb; rp-car. 2.01.	30.00 98-5	6.61 21-8	3.08 10-1	.....	Gothembourg	Got. 01
+	46	DJAMBI, Ponssen. (9.07)	II	3/3, P	1.1.	2 m	319 167 270	P-B	07	07	Wilton's Eng. & Slipway Co Rotterdam	A; hél; 5 comp; (WB. 35 t.); 1 p. A.	46.33 152-0	7.93 26-0	2.90 9-6	.....	Batavia	Rd. 9.07
.	47	DJURJUKA (ex-Rosario), ELECTR. Castelli. (12.05)	I	3/3, L	1.1.	Glt 2 P-A	1852 953 1589	Frq	87	05	Wigham Richardson & Co Newcastle o/T.	F; hél; 7 comp; R. R. 15m35; R. 52m90; G. 15m20; 1 $\frac{1}{2}$ p. F; rp. 07; car. 1.07.	85.77 282-0	10.32 35-2	5.19 18-3	.....	Marseille	Mrs 1.07
+	48	DNIEPROVSKAYA-XXII, ELECTR. Drague. .... (5.99)	I	—	—	—	217 .....	Rss	99	99	Werf Conrad Haarlem	A; roues R; 7 comp; $\frac{1}{2}$ D. 12m; R. N. 26m; 1 p. A.	39.00 128-0	6.39 21-0	1.50 5-0	.....	Kiev	Am. 99

N. B. - Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	CYLINDRÉS		COURSE des pistons cent. pouces	Force nominale en chevaux Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS				
					DIAMÈTRES EN CENTIMÈTRES EN POUCHES	NOMBRE			LIEU & ANNÉE de CONSTRUCTION	NOMBRE				Long.	NOMBRE	sur grille en mèt. carr. en pieds carr.	LIEU & ANNÉE de CONSTRUCTION						
																			31	32	33	34	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
37	Koninklijke Nederland- sche Stoomboot Maat- schappij	✠	Tr. Exp. (8.05)	3	58 - 64 - 102 15 - 25 - 40 P.S. 8.05	91 36	550 80	Mij voor Werktuig- bouw Rotterdam 1901	Am. 8.05	✠	1 C	4.27 14-0	3.12 10-3	3	5.00 54	182 1952	11.2 160 5.6-80	Mij voor Werktuig- bouw Rotterdam 1901	Am. 8.05 v.c. 8.05 P.C. 8.05				
38	Compania Bilbania de Navegacion (E. Aznar y Tutor)	✠	Tr. Exp. (5.05)	3	66 - 107 - 172 26 - 42 - 68 P.S. n. 05; v. 1.07	107 42	300 1350 67	W. Doxford & Sons Ld Sunderland 1895	Card. 1.07	✠	2 C	4.04 13-3	3.50 11-6	4	7.80 84	326 3500	9.8 140 5.6-80	W. Doxford & Sons Ld Sunderland 1895	Rd. 5.05 v.c. 5.05 P.C. 5.05				
39	Administration des Ponts et Chaussées	✠	2 Comp. (10.05)	4	42 - 75 16.5 - 29.5	50 20	137 550 114	Ateliers de la Loire Nantes 1905	Nt. 10.05	✠	2 C	3.22 10-7	3.10 10-2	4	6.66 72	211 2269	8.5 121	Ateliers de la Loire Nantes 1905	Nt. 10.05				
40	Gouvernement Provin- cial de Santa Fé	✠	Comp. (7.05)	2	15-30 6-12	18 7	9 45 350	D. Goedkoop Jr Amsterdam 1905	Am. 7.05	✠	1 C	1.30 4-3	1.75 5-9	1	0.66 7	18 194	8.4 120	D. Goedkoop Jr Amsterdam 1905	Am. 7.05				
41	Gouvernement Impérial de Russie	✠	Comp. (6.05)	2	51 - 96 20 - 38	60 23.5	500 130	Maskin & Brobyg- nads Co	Hlst. 6.05	✠	2 C	3.35 11-0	3.05 10-0	4	3.74 40	107 1148	8.4 120	Maskin & Brobyg- nads Co Helsingfors 1905	Hlst. 6.05				
42	Carlo Varaldo	•	Comp. (12.03)	2	69 - 119 27 47 P.S. 2.00	76 30	84 420 65	North Eastern Ma- rine Engin. Co Ld Sunderland 1870	Lvn. 9.06	•	1 C	4.27 11-0	3.35 11 0	3	4.17 46	126 1177	5 70 4.5-65	North Eastern Ma- rine Engin. Co Ld Sunderland 1896	On 2.00 P.C. 2.00 v.c. 03				
43	Gouvernement Impérial de Russie	✠	Comp. (8.97)	2	38 - 53 13 - 21	45 17.7	35 180 160	Gebr. Stork Hengelo 1897	.....	✠	1 C	2.60 8-6	2.90 9-6	2	1.49 16	70 756	6.33 90	Gebr. Stork Hengelo 1897	Am. 97				
44	Neue Dampfer-Comp- agnie	✠	Tr. Exp. (5.97)	3	50 - 80 - 130 19.6 - 31.5 - 51	80 31.5	670 80	Cie Vulcan Stettin 1893	.....	✠	2 C	3.20 10-5	3.14 10-3	4	6.94 65	210 2260	11 156	Cie Vulcan Stettin 1893	Stt. 99 v.c. 97				
45	Just A. Waller	•	Comp. (7.99)	2	24 - 53 9.5 - 21	34 13.5	25 100 125	Lundby Mek. Werk- stad Gothembourg 1899	.....	•	1 C	2.28 7-6	2.18 7-2	1	1.25 13	31 333	8.75 125	Lindholmens Werk- stad Gothembourg 1899	Got. 01				
46	Koninklijke Paketvaart Mij	✠	Comp. (9.07)	2	30 - 60 12-23.5	46 18	200 170	Wilton's Eng. Co Rotterdam 1907	Rd. 9.07	✠	1 C	3.10 10 2	2.64 8 8	2	2.70 29	83 8'0	7.4 105	Wilton's Eng. Co Rotterdam 1907	Rd. 9.07				
47	Cie de Navigation mixte (F. Touache & Cie)	•	Tr. Exp. (12.05)	3	69 - 106 - 175 27 - 41.7 69 PS n. 6.04	122 48	470 1800 70	Wigham Richard- son & Co Newcastle-o/T. 1887	Mrs. 05	✠	4 C	4.13 13-7	3.10 10 2	12	27 290	540 5866	11 157	J. B. Prudhon Marseille 1901	Mrs. 05 v.c. 05				
48	Gouvernement Impérial de Russie	✠	2 Comp. (5.99)	4	27 - 42 10.6 - 16.6	50 19.6	54 210 55	Mij de Maas Rotterdam 1899	.....	✠	1 C locom	1.60 5-3	4.50 14-9	1	2.50 27	80 861	6.33 90	Gebr. Stork & Co Hengelo 1899	Am. 99				



SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG		TONNAGE		BUILDERS		MATERIALS		LENGTH			BREADTH			DEPTH			FREE BOARD		PORT		LAST								
1		2			4			7		8		11		12		13			14			15			16		17		18								
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND		DATE OF TERM						NUMBER OF DECKS		FLAG		YEAR OF BUILDING		PROPPELLER		WATERTIGHT COMPARTMENTS			ERECTIONS ON DECK			WATERBALLAST, DECKS			REPAIRS			IN METERS			IN FEET & INCHES			OF REGISTRY		SURVEY	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES							LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION			SHELL Diameter.   Length IN METERS IN FEET AND INCHES	Furnaces		PRESSURE Main Boiler Donkey Boiler	MAKERS — PORT AND DATE of CONSTRUCTION			
					DIAMETERS IN CENTIMETERS IN INCHES	INCHES							NUMBER	IN square feet in square meters					
																	31	32	
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
49	Gouvernement Impérial de Russie	✠	2 Comp. (5.99)	4	27 - 42 10.6 - 16.6	50 19.6	54 210 55	Mij de Maas Rotterdam 1899	.....	✠	1 C locom	1.60 5-3	4.50 14 9	1	2.50 27	80 801	6.33 90	Gebr. Stork & Co Hengelo 1899	Am. 99
50	Gouvernement Impérial de Russie	.	Comp. (12.05)	2	46 - 90 18 - 35.5	51 20	475 160	Putilow Works St-Petersbourg 1905	Hlsf. 12.05	.	1 C	4.11 13-6	3.33 11-1	3	5.40 58	180 1937	114 8	Putilow Works St-Petersbourg 1905	Hlsf. 12.05
51	Chemins de fer Rou- mains	✠	Tr. Exp. (8.07)	3	56 - 89 - 147 22 - 33 - 58 PS. 7.05	99 39	257 1400 70	R. Napier & Sons Glasgow 1897	Gltz. 8.07	✠	2 C	4.11 13-6	3.20 10-6	6	10.0 108	325 3500	12.5 180 5.6-80	R. Napier & Sons Glasgow 1897	Gltz. 8.07 p.c. 8.07 v.c. 8.05
52	Albrecht von Appen	✠	Comp. (7.07)	2	42 - 78 16.4 - 30.6 PS. c. 6.07	58 23	300 120	Chr. Jürgens & Co Hamburg 1891	Hbg 7.07	✠	1 C	2.00 9-8	2.90 9-5	2	2.91 31.6	104 1123	8 114	Chr. Jürgens & Co Hamburg 1891	Hbg 7.07 v.c. 7.07
53	Albrecht von Appen	✠	Comp. (8.07)	2	45 - 85 18 - 33.5 PS. n. 8.07	56 22	300 110	Action-Gesellschaft « Neptun » Rostock 1895	Hbg 8.07	✠	1 C	3.20 10-6	2.90 9-6	2	3.00 32	106 1140	8 114	Action-Gesellschaft « Neptun » Rostock 1895	Hbg 8.07 v.c. 8.07
54	Mississippi & Dominion Steam Ship Co Ltd	✠	2 Tr. Exp. (5.02)	6	57 - 93 - 152 22.5 - 36.5 - 60 PS. 5.02	192 48	594 3300 73	Harland & Wolff Belfast 1894	.....	✠	2 CD 2 C.	4.30 14-1 4.30 14-1	5.18 17-0 2.97 9-9	18	33.44 360	947 10190	12.30 175	Harland & Wolff Belfast 1894	Lvp. 02 v.c. 02
55	Messageries fluviales de Cochinchine	✠	Tr. Exp. 12.04	3	46 - 75 - 119 18 - 29.5 - 47 PS. n. 04. v. 5.06	76 30	150 630 90	R. Napier & Sons Ltd Glasgow 1895	Saig. 12.06	✠	2 C	3.15 10-4	3.00 9 10	4	6.80 75	196 2108	10.5 150 8-114	Ateliers de St-Na- zaire-Penhoet St-Nazaire 1903	Saig. 12.06 p.c. 12.06 v.c. 04
56	Linea de Vapores Serra	.	Comp. (8.92)	2	61 - 117 25.2 - 46	91.4 36	100 400	London & Glasgow Eng. Co Glasgow 1880	.....	.	1 C	4.27 14-0	3.12 10-3	3	5.39 58	— —	4.92 70	London & Glasgow Eng. Co Glasgow 1880	Lvp. 95 v.c. 93
57	Lübeck-Bremer Dampfschiffahrts- Gesellschaft	.	Comp. (4.95)	2	42 - 76 16.6 - 30	54 21	35 150 100	Gesellschaft « Bu- ckau » Magdeburg 1890	.....	.	2 C	2.00 6-6	2.20 7-3	2	2.10 23	68 73.5	7.5 107	Georg Evers Lübeck 1890	Lbk. 95 v.c. 95
58	J. Bouclet & Co	.	Tr. Exp. (5.00)	3	30 - 51 - 84 12 - 20 - 33	61 24	90 360 108	C. D. Holmes & Co Hull 1899	.....	.	1 C	3.50 11-6	2.90 9-6	6	2.51 27	96 1037	14 200	C. D. Holmes & Co Hull 1899	Hull 00 v.c. 00
59	Stoomvaart Maatschap- pij « De Maas » (Ph. van Ommeren)	✠	Tr. Exp. (4.03)	3	55 - 90 - 147 22 - 35 - 58 PS. n. 5.06	99 39	1250 70	North Eastern Ma- rine Engg Co Ltd Wallsend «/T. 1899	Hbg 5.06	✠	2 C	4.11 13 6	3.20 10-6	6	9.29 160	335 3600	11.2 100 5.6-80	North Eastern Ma- rine Engg Co Ltd Wallsend «/T. 1899	Hbg 5.06 v.c. 03
60	Mij N. S. Dorothea (P. W. Louwman)	.	Triple (9.07)	3	53 - 89 - 145 21 - 35 - 57 PS. 5.07	99 39	220 900	Koninklijke Mij de Schelde Flessingue 1903	Rd. 9.07	.	2 C	4.19 13 9	3.05 10-0	6	8.93 96	232 2500	11.2 160 6.3-90	Koninklijke Mij de Schelde Flessingue 1903	Rd. 9.07 p.c. 9.07 v.c. 9.07

SURVEILLANCE SPICALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT	JONNAGE	PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATERIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	FRANC ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						T. R. U.				PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS		EN METRES EN PIEDS & POUCES					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
✠	61	DORTMUND, ..... ELECTR. (6.01) Trunk Steamer.	I	—	—	Glt	5065 3292 4437	Alm	01	Sir James Laing & Sons Ltd Sunderland	A; hél; 8 comp; D. 5m33; R. 27m30; G. 11m68; (WB. cell. 1078 t; T.M. 2062 t; C. R. 41 t.); 1 p. A.	115-25 16.80 378-2; 50-5	7.77 25-5		Hamburg	N-G. 01				
✠	62	DORTMUND, Meyer. (6.00)	I P. R.	—	—	Glt 1 P-B	986 629 806	Alm	00	Bromer Vulkan Vegesack	A; hél; 5 comp; 1 D. 22m80; R. 15m; G. 5m50; (WB. R. 200 t.; A. 47 t.); 1 p. F.	67.57 10.10 221-9 83-2	4.11 13-6		Bremen	Wes. 00				
✠	63	DOURO, Örum. (8.89)	I P. R.	—	—	Glt 2 P-H	807 490 477	Dan	89	Burmeister & Wain Copenhagen	A; hél; 6 comp; awningd; (WB. cell. 152 t; C. R. 23 t.); 1 p. A.	57.3 180-0	8.4 28-6	3.80 12-5		Copenhague	Oph. 89			
✠	64	DRAGUE-A-GODETS, ..... (4.04)	I	3/3, I A.&C.P.	1.1.	—	23 19	Frq	04	Cie de Navig. & de Constr. Navales Arles	A; 4 comp.	13.00 42-8	4.50 14-9	1.20 4-0		Fort-de- France	Mrs. 04			
✠	65	DRAGUE-A-GODETS, ..... (10.03)	I	3/3, I A.&C.P.	1.1.	—	69 15 49	Frq	04	Cie de Navig. & de Constr. Navales	A; 5 comp.	21.50 70-6	5.00 16-5	1.50 4-11		Kotonou	Mrs. 03			
✠	66	DRAGUE-ASPIRATRICE. ..... (4.02)	I	—	—	—	50	Frq	02	Bertin Frères Bezons	A; 2 hél; 5 comp.	24.00 78-9	4.50 14-9	1.85 6-1		Bayonne	Paris 02			
✠	67	DRAGUE-A-GODETS- ELECTR. N°-315, ..... (10.04)	I	3/3, R A.&C.P.	1.1.	1 m	216	Ptg	04	Werf Conrad Haarlem	A; 8 comp; 1 p. A.	37.00 121-5	7.00 23-0	2.80 9-2		Lisbonne	Am. 04			
✠	68	DRAGUE-N°-7-DU-VOLGA, ..... (4.99) à succion système Bates.	I	—	—	2 m	392	Rss	99	Société Cockerill Hoboken	A; 4 hél; 4 comp; p. A. (WB. cell.).	65.12 213-8	9.37 35-9	2.57 8-5		St-Peters- bourg	Av. 99			
✠	69	DRAGUE-N°-8-DU-VOLGA, ..... (4.99) à succion système Bates.	I	—	—	2 m	392	Rss	99	Société Cockerill Hoboken	A; 4 hél; 4 comp, p. A. (WB. cell.).	65.12 213-8	9.37 30-9	2.57 8-5		St-Peters- bourg	Av. 99			
✠	70	DRAGUE-X-A-GODETS, ELECTR. .... (5.07) Drague.	I	3/3, R	1.1.	—	468 323	Egp	07	Forges & Chantiers Le Havre	A; 6 comp.	48.60 159-6	12.40 40-8	3.20 10-6		Port-Said	Hv. 5.07			
✠	71	DRAGUT, ..... (2.04)	I	3/3, G A.&C.P.	1.1.	Glt 2 P-H	544 270 533	Itl	80 V.01	Scott & Co Greenock	F; hél; 5 comp; G-E; awningd; 2 p. PP, rp.car.9.06.	55.0 182-0	7.6 25-6	16.8 9-4			Nt. 9.06			
✠	72	DRAZICA, Percic. (7.02) Yacht.	14	3/3, Y	1.1.	Glt	116 31 105	Aut	02	O. Picinich Lussinpiccolo	C-PP-Ht; hél; ch. frg; d. ft. cv.2.02; 1 p. P.	37.59 123-4	4.95 16-3	2.49 8-3		Volosca	Trst. 02			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		SURVEILLANCE SPECIALÉE	TYPE	DATE DU CERTIFICAT	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE GÉNÉRALE	TYPE	ENVELOPPE		FOYERS		PRESSION	CONSTRUCTEURS							
					NOMBRE	DIAMÈTRES					COURSE des pistons cent. pouces	LIEU & ANNÉE de CONSTRUCTION	Diamèt.	Long.		NOMBRE	surf. grille en m <sup>2</sup> carr.	en m <sup>2</sup> carr. en pieds carr.	LIEU & ANNÉE de CONSTRUCTION				
						EN CENTIMÈTRES EN POUCES	EN MÈTRES EN PIEDS ET POUCES								EN MÈTRES EN PIEDS ET POUCES					EN MÈTRES EN PIEDS ET POUCES			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
61	Hamburg-Amerik. Pack- etf. Act. Ges.	✠	Tr. Exp. (6.01)	3	69 - 109 - 183 27 - 43 - 72	114 45	1850 65	G. Clark Ld Sunderland 1901	.....	✠	3 C	4.57 15-0	3.20 10-6	9	17.27 186	584 6287	12.66 180	G. Clark Ld Sunderland 1901	N-G. 01				
62	Dampfschiffahrts-Ge- sellschaft « Argo »	✠	Tr. Exp. (5.00)	3	34 - 55 - 88 13 - 22 - 35	60 24	480 130	Bremer Vulkan Bremen 1900	.....	✠	1 C	4.00 13-2	3.18 10-5	3	4.60 49	155 1666	13 185 7-100	Bremer Vulkan Vegesack 1900	Wes. 00				
63	Det Forenede Damp- skibs-Selskab.	✠	Tr. Exp. (8.89)	3	37 - 88 - 91.4 14.6 - 23 - 36	61 24	63 490	Burmeister & Wain Copenhagen 1889	.....	✠	1 C	4.11 13-5	3.05 10-0	3	4.55 49	184 1447	11.2 160	Burmeister & Wain Copenhagen 1889	Cph. 89				
64	Colonie de la Martinique	✠	Ord. (4.04)	1	19 7.5	30 12	4 16 140	Cie de Navigation & Constr. navales Lyon 1904	Mrs. 04	✠	1 C	1.00 3-3	2.50 8-2	1	0.47 5	12 129	7 100	Bonnet, Spazin & Cie Lyon 1904	Mrs. 04				
65	Colonie de Dahomey	✠	Comp. (4.04)	2	16 - 30 6.5 - 12	20 8	6 24 160	Cie de Navigation & Constr. navales Lyon 1903	Mrs. 04	✠	1 C	1.10 3-7	2.70 8-10	1	0.60 6.4	15 160	8 114	Bonnet, Spazin & Cie Lyon 1903	Mrs. 03				
66	Administration des Ponts et Chaussées	✠	2 Comp. (4.02)	4	24 - 42 9.5 - 16.5	28 11	160 180	Brulé & Co Paris 1902	.....	✠	1 C	2.20 7-3	2.81 9-3	1	1.94 21	60 645	9 128	Brulé & Co Paris 1902	Paris 02				
67	Direction des chemins de fer Portugais	✠	Comp. (10.04)	2	37 - 58 14.5 - 23	46 18	35 175 140	Gebr. Stork & Co Hengelo 1904	Am. 04	✠	1 C	2.80 9-2	3.00 9-10	2	2.75 29	80 861	63 90	Gebr. Stork & Co Hengelo 1904	Am. 04				
68	Gouvernement Impérial de Russie	.	.....	.....	.....	.....	.....	.....	.....	.	.....	.....	.....	.....	.....	.....	.....	.....	.....				
69	Gouvernement Impérial de Russie	.	.....	.....	.....	.....	.....	.....	.....	.	.....	.....	.....	.....	.....	.....	.....	.....	.....				
70	Cie Universelle du Canal Maritime de Suez	.	.....	.....	Pour l'appareil de dra- geage seulement For dredging purposes only.	.....	.....	.....	.....	✠	2 C	3.85 12-8	3.10 10-2	6	11.00 118	264 2839	8 114	Forges & Chantiers Le Havre 1907	Hv. 5.07				
71	.....	✠	Comp. (2.04)	2	63.5 - 127 25 - 50 PS. 9.06	76 30	120 480	Scott & Co Greenock 1880	Nt. 9.06	✠	2 E	2.60 8-5	2.85 9-4	4	6.60 71	171 1889	5.27 75 4.2-60	Cie Générale Trans- atlantique St-Nazaire 1894	Nt. 9.06 v.c.04 P.C. 3.05				
72	Le Comte Alf. Harrach	✠	Comp. (7.02)	2	33 - 66 13 - 26	45 18	40 280 150	W. G. Greenham & Co Trieste 1902	.....	✠	1 C	2.80 9-2	2.82 9-3	2	4.60 49.5	97 1044	9 128	W. G. Greenham & Co Trieste 1902	Trst. 02				



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTORNS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY			
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.														
	DATE OF TERM						R.														
	1	2	3				4	5											6	7	8
+	73	DRONNING-MAUD, ELECTR. Gjerløff. (10.06)			I	3/3, G	1.1.	2 m	1761 871 1013	Dan	06	Burmeister & Wain Copenhagen	A; hél; 6 comp; awningd; (WB. cell. 351 t.; C. R. 14 t.; C. A. 17 t.); 1 PA; 1 PT.	83.20 273-0	11.03 38-2	6.91 22-8	20 22½ 24½	Copenhagen	Gph. 10.06		
	74	DROTT (ex-Raleigh), Andersson. (3.06)			I	3/3, G	1.1.	2 m	1286 747 1029	Sds	81 V.06	Caird & Purdie Barrow	F; hél; 5 comp; welded; ½ D. 24m08; R. 19m81; G. 9m14; (WB. cell. 275t; C. R. 28 t.); rp-car. 10.07.	74.47 244-4	10.30 34-1	4.62 15-2	.....	Gefle	Hull 10.07		
+	75	DROTTNING-SOPHIA. ELECTR. Knappe. (2.05) Trunk-Steamer.			I	3/3, L	1.1.	4 m	5162 4146 4222	Sds	01 V.05	Howaldtswerke Kiel	A; hél; 8 comp; D. 9m; R. 27m50; G. 11m50; (WB. cell.); 1 p. A. rp. 04; car. 4.06.	123.55 405-5	15.96 52.5	7.04 23-2	52 56½	Stockholm	Stt. 4.06		
+	76	DRUENTIA, Collot. (3.07)			I	3/3, L	1.1.	Glt	1162 729 1031	Frç	83 V.07	Claparède & Co Rouen	F; hél; 7 comp; R. R. 7m20; R. 16m20; (WB. calc A. 60 t.; R. 40 t.); 1 p. P; 1 p. F; grp. 03; rp-car. 3.07.	72.0 236-2	9.9 32-6	5.97 19-7	.....	Marseille	Mrs. 10.07		
+	77	DRUMCONDRA, Masser. Turret. 00-06 (3.06)			I	3/3, L	1.1.	2 m	4691 2964 3906	Ang	06	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 7m10; R. 45m95; G. 11m32; (WB. cell. 1015 t.; C. R. 29 t.; C. A. 62 t.); 1 p. A; grp-car. 3.07.	115.90 380-3	15.60 51-2	7.72 25-4	150 155	Liverpool	N-C. 3.07		
+	78	DRUMELDRIE, Wood- Turret. ward. (4.06) 98-06			I	3/3, L	1.1.	2 m	4630 2927 3909	Ang	06	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 7m10; R. 45m95; G. 11m32; (WB. cell. 1015 t.; C. R. 29 t.; C. A. 62 t.); 1 p. A; car. 8.06.	116.07 380-10	15.60 51-2	7.75 25-5	150 155	Liverpool	Card. 8.06		
+	79	DRYADE, ..... (12.99) Bateau-citerne.			II	—	—	Chl	163 86 163	Frç	99	Lobnitz & Co Ld Renfrew	A; hél; 7 comp; p. A.	30.56 100-3	6.90 22-7	2.90 9-6	.....	Brest	Gls. 99		
+	80	DUC-DE-BRAGANCE, ELECTR. Marini. (5.05) 79-99			II	3/3, M	1.1.	Glt	2023 894 1832	Frç	89 V.05	Chantiers & Ateliers de Penhoet St-Nazaire	A; hél; 9 comp; spard; R. R. 22m95; R. 5m80; R. A. 37m75; G. 14m; 2 p. A; rp. 05; car. 8.07.	102.47 336-2	10.69 35-1	5.08 24-2	.....	Marseille	Mrs. 8.07		
+	81	DUFFRYN-MANOR, Muir. Turret. 91-07 (9.07)			I	3/3, L	1.1.	2 m	3952 2511 3211	Ang	07	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 9m75; G. 9m30; (WB. cell. 910 t.; C. R. 23 t.); 1 p. A.	106.63 349-10	14.92 49-0	7.32 24-0	137 141½	Cardiff	N-C. 9.07		
+	82	DIJMAER-VAN-TWIST, Meuleman. (1.06) ELECTR.			II	3/3, L	1.1.	2 m	1807 1113 1427	P-B	05	Nederl. Scheeps- bouw Mij Amsterdam	A; hél; 7 comp; shaded; D. 23m16; R. 17m06; G. 23m16; (WB. cell. 351 t.).	90.30 296-3	11.58 38-0	5.54 18-2	39½ 42½ 44½	Batavia	Am. 1.06		
	83	DUNA, Johansohn. (4.06) ELECTR. — - 04			III	3/3, G	1.1.	Glt	574 327	Rss	68 1104 V.06	J. Elder & Co Glasgow	F; hél; 5 comp; awningd; (WB. calc A. 5m18). p. P. 81; grp. 81; car. 4.06; rp. 07.	54.8 180-0	7.6 24-10	5.48 18-0	.....	Riga	Riga 4.07		
+	84	DUNAREA, Stolz. (7.98)			I	—	—	1 m	132 23 72	Rmn	98	Etat Roumain Turnu-Severin	A; 2 hél; 5 comp; R.	32.00 05-0	5.60 18-4	2.60 8-6	.....	Giurgiu	T-S. 98		

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES							SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS		
		DESCRIPTION — DATE OF CERTIFICATE	21 NUMBER	CYLINDERS		26 Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY		NUMBER and DESCRIPTION	SHELL		Furnaces	heating surface in sq. feet	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION				
				DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER								
19	20	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
73 Det Forenede Damp- skibsselskab.	+	Triple (10.06)	4	65-108-2 × 130 25.5-42.5-2 × 51	107 42	483 2450 88	Burmeister & Wain Copenhagen 1906	Cph. 10.06	+	4 C	3.92 12-10	3.20 10-6	2 165	651 7000	14 200	Burmeister & Wain Copenhagen 1906	Cph. 10.06			
74 Ångfartygs Aktiebolag- et «Drott» (P. J. Haegerstrand)	.	Comp. (3.06)	2	66 - 140 26 - 55	84 33	146 700 63	Westray Copeland & Co Barrow 1881	Stkh. 3.06	.	2 C	3.66 12-0	3.02 9-11	4 64	204 2200	6 85 7-100	Westray Copeland & Co Barrow 1881	Hull 10.07 P.C.3.06 v.c.3.06			
75 Rederi Aktiebolaget «Nordstjernen» (Axel Johnson)	+	Tr. Exp. (2.05)	3	67 - 108 - 175 26 5 - 42.5 - 69 P.S. 12.05	109 43	1950 70	Howaldtswerke Kiel 1901	Rd. 05	+	4 C	3.92 12-10	3.02 9-11	12 236	722 7769	12.5 177	Howaldtswerke Kiel 1901	Cph. 2.05 v.c.2.05			
76 Cie Française de Navi- gation à Vapour Cyp. Fabre & Co	+	Comp. (3.07)	2	84 - 145 33 - 57 P.S. 9.05	107 42	200 800 62	Claparède & Co Rouen 1883	Mrs 3.07	+	2 C	3.96 13-0	3.18 10-5	6 92	856 3602	6 86	Stapfer de Duclos Marseille 1902	Mrs 3.07 P.C.3.07 v.c.3.07			
77 Astral Shipping Co Ld (J. Chadwick & Son)	+	Triple (3.06)	3	66 - 109 - 178 26-43-70 P.S. 3.07	122 48	445 2100 67	W. Doxford & Sons Ld Sunderland 1906	N-C.3.07	+	2 C	4.88 16-0	3.66 12-0	6 121	593 6382	12.6 180 7-100	W. Doxford & Sons Ld Sunderland 1906	N-C.3.06			
78 Astral Shipping Co Ld (J. Chadwick & Son)	+	Triple (4.06)	3	66 - 109 - 178 26-43-70 P.S. 8.06	122 48	422 2100 67	W. Doxford & Sons Ld Sunderland 1906	Card. 8.06	+	3 C	4.80 15-9	3.35 11-0	9 173	16.10 7360	12.6 180 7-100	W. Doxford & Sons Ld Sunderland 1906	N-C.4.06			
79 Marine Nationale Fran- çaise	+	Comp. (12.99)	2	26 - 56 10 - 22	46 18	24 140 155	Lobnitz & Co Ld Renfrew 1899	.....	+	1 C	2.74 9-0	2.59 8-6	2 27	2.50 490	8.07 115	Lobnitz & Co Ld Renfrew 1899	Gls. 99			
80 Compagnie Générale Transatlantique (à Paris)	+	Tr. Exp. (5.05)	3	84 - 124 - 200 33 - 49 - 79 P.S. 1.05	124 49	850 3400 85	Cie Générale Trans- atlantique St-Nazaire 1889	Mrs. 5.05	+	4 C	4.10 13-6	3.20 10-6	12 185	17.16 5881	10.5 143 4.2-60	Cie Générale Trans- atlantique St-Nazaire 1889	Mrs. 5.05 v.c. 5.05 P.C.5.05			
81 The Duffryn Shipping Co Ld (Harrison, Brown & Co)	+	Triple (9.07)	3	64 - 104 - 168 25 41-66	114 45	320 1450 64	W. Doxford & Sons Ld Sunderland 1907	N-C.9.07	+	2 C	5.12 16-9	3.35 11-0	6 138	12.80 5304	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1907	N-C.9.07			
82 Koninklijke Paketvaart Mij	+	Triple (1.06)	3	55 - 91 - 150 22-36-59	110 43	270 1350 84	Nederl. Fabriek Amsterdam 1905	Am. 1.06	+	2 C	4.25 13-11	3.65 12-0	6 113	10.50 4520	12.6 180 5.6-80	Nederl. Fabriek Amsterdam 1905	Am. 1.06			
83 Rigaer Dampschiff- fahrts-Gesellschaft	.	Comp. (4.06)	2	60 - 102 23.5 - 40 P.S.n.5.02	53 21	80 240	John Elder & Co Glasgow 1868	Riga 4.06	.	1 C	3.42 11-2	2.13 7-0	3		3.87 55	Hawthorn & Co Leith re. 1879	Riga 4.06 v.c.4.06 P.C. 4.06			
84 Direction du Service Hydraulique	+	2 Comp. (11.98)	4	35 - 53 14 - 21	38 15	60 282 175	Escher, Wyss & Co Zurich 1898	.....	+	1 C	2.76 9-1	3.15 10-4	1 44	4.06 1360	126.50 128	9 128	Escher, Wyss & Co Zurich 1898	T-S. 98		

DUSS

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GREEMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR				LONGUEUR EN MÈTRES 13	LARGEUR EN PIEDS & POUCES 14	CIRCONFÉRENCE EN PIEDS & POUCES 15	FRANC ÉTÉ HIVER H.A.N. en pouces 16	PORT D'ARMEMENT 17	LIEU et DATE de la DERNIÈRE VISITE 18	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					T.	R.				U.	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS									
	DATE DU TERME																				
	1	2	3									4	5	6							7
✠	85	DUNBARMOOR, Turret. Moffett. (7.03) — - 03	I	3/3, L	1.1.	2 m 1 P-B	3651 2331 3028		Ang	03	Wm Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 8m92; G. 11m20; (WB. cell. 890 t; C. R. 10 t.); car. 8.00.	103.63 340-0	15.30 50-2	6.91 22-8	126 130		London	Card. 8.06		
.	86	DUNDEE (ex-Rotterdam), Nicalef. (10.05)	I	3/3, M	1.1.	Git	509 301		Tas	74 V.05	M <sup>r</sup> Kellar & M <sup>r</sup> Mil- lan Dumbarton	F; hél; 6 comp; D. 9m75; R. 13m71; G. 7m32; (WB. A. & R.); rp-car. 9.07.	54.89 180-1	7.66 25-1	4.27 14-0	18 1/2 20 24		Sousse	Alx. 9.07		
✠	87	DUNKERQUE-N°-IV, Codel ELECTR. Drague. (3.97)	I	—	—	2 m	704 148 656		Frç	97	A. Dubigeon Nantes	A; hél; 12 comp; p. PP.	54.00 177-2	9.50 31-2	8.66 12-0			Dunkerque	Dk. 97		
✠	88	DUNROBIN, Ransom. Turret. (10.03)	I	3/3, L	1.1.	2 m 1 P-B	3617 3319 3024		Ang	03	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 8m91; G. 11m20; (WB. cell. 949 t; C. R. 10 t.); rp-car. 5.07.	103.55 339-0	15.30 50-2	6.90 22-8	125 129		Newcastle o Tyne	Card. 5.07		
✠	89	DUPLEIX, Yacoob. (1.98)	I	—	—	.....	35 14		Frç	95 V.98	Apcar & Co Howrate	A; 2 hél; 4 comp; R. 3m66; p. T. rp-car. 1.98.	22.86 75-0		1.45 4-9			Chandernagor	Cict. 98		
✠	90	DUQUESNE, Delahaye. Chalutier. (6.99)	I	—	—	Slp	101 83		Frç	96 V.99	E. Lucas & Co Dieppe	A; hél; 6 comp; p. PP; rp. 97; car. 7.02	227.5 90-3	5.58 18-4	2.70 8-11			Dieppe	Dp. 04		
✠	91	DURANBAH, Sinclair. 78 - 05 (8.05)	I	3/3, P	1.1.	2 m	284 131 202		Ang	05	Scott of Kinghorn Ld Kinghorn	A; hél; 5 comp; (WB. C. A. 12 t.; C. R. 18 t.); 1 1/2 p. A.	39.62 130-0	7.04 23-1	2.84 9-4	16 17 1/2 19 1/2			Sydney	Glsq. 9.05	
✠	92	DURBAN, Clément. Hopper Barge. (10.00)	I	—	—	Chl	222 157 317		Ang	00	Wm Simons & Co Ld Renfrew	A; hél; 5 comp; (WB. C. A. 22 t.); p. PP.	42.67 140-0	8.60 28-2	3.10 10-2			Glasgow	Glsq. 00		
✠	93	DÜSSELDORF, Hespe. (12.03)	I P.R.	3/3, G	1.1.	2 m bsc 2 P-B	901 644 764		Alm	99 V.03	Bremer Vulkan Vegesack	A; hél; 6 comp; R. 14m; (WB. M. 70 t.; C. A. 26 t; C. R. 61 t.); rp-car. 3.03; alg. 01.	64.01 210-0	8.23 27-0	5.03 16-6			Bremen	Wes. 3.05		



ARMATEURS		SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
					NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force ind. née Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		surf. de chauffe en m <sup>2</sup> carr. en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION					
DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	sur grille en m <sup>2</sup> carr. en pieds carrés	31		32	33							34	35	36	37				38				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
85	Moor Line Ld (W. Runciman & Co, Newcastle-on-Tyne)	✠	Tr. Exp. (7.03)	3	66 - 107 - 173 26 - 42 - 68 PS. 8.06	107 42	313 1350 68	Wm Duxford & Sons Ld Sunderland 1903	Card. 8.06	✠	2 C	4.80 15-9	3.55 11-0	6 103	9.60 4905	456 160 5.6-80	11.2	Wm Duxford & Sons Ld Sunderland 1903	N-C. 03						
86	I. Taraboulzi & Co	.	Comp. (10.05)	2	69 - 119 27 - 47 PS. 9.07	76 30	300 60	W. King & Co Glasgow 1874	Alx. 9.07	.	1 C	3.50 11-6	3.90 12-10	2 74	6.90 860	80 70	4.91	W. King & Co Glasgow 1885	Alx. 9.07 P.C. 9.07 v.c. 4.06						
87	Administration des Ponts & Chaussées	✠	Comp. (3.97)	2	55 - 95 21.6 - 37.3	70 27-6	165 660 130	Brissonneau fils & A. Lotz Nantes 1897	.....	✠	2 C	3.20 10-6	3.10 10-2	6 90	8.40 2655	247 93	6.54	Brissonneau fils & A. Lotz Nantes 1897	Nt. 97						
88	Sunderland S.S. Co Ld J. L. Browne	✠	Tr. Exp. (2.06)	3	66 - 107 - 173 26 - 42 - 68 PS. 1.06	107 42	313 1350 68	W. Duxford & Sons Ld Sunderland 1903	N-C. 2.06	✠	2 C	4.80 15-9	3.35 11-0	6 103	9.60 4905	456 160 7-100	11.2	W. Duxford & Sons Ld Sunderland 1903	N-C. 2.06 P.C. 2.06 v.c. 2.06						
89	Société Générale Industrielle de Chandernagor	.	2 Comp. (1.98)	4	20 - 34 8 - 13.5	20 8	14 60	Apear & Co Calcutta 1895	.....	.	1 C	1.22 x 1.83 x 1.37 4 x 6 x 4.6		1			8 114	Apear & Co Calcutta 1895	Clt. 98 v.c. 98						
90	Levillain & Bourdin	✠	Comp. (6.99)	2	40 - 70 16 - 27.6 PS. n. 3.03	45 18	250 150	E. Lucas & Co Dieppe 1896	.....	✠	1 C	3.12 10-3	2.74 9-0	2 31	2.91 747	69 128	9	Lohnitz & Co Renfrew 1897	Dp. 03 v.c. 99						
91	G. W. Nicoll	✠	Comp. (8.05)	2	36 - 76 14 - 30	52 21	51 300 130	Scott of Kinghorn Ld Kinghorn 1905	Glsq. 8.05	✠	1 C	3.35 11-0	3.12 10-3	2 38	3.53 1015	94 130 6.3-90	9.01	Scott of Kinghorn Ld Kinghorn 1905	Glsq. 8.05						
92	Wm Brown	✠	Comp. (10.00)	2	42 - 84 16.5 - 33	53 21	45 300 140	Wm Simons & Co Ld Renfrew 1900	.....	✠	1 C	3.20 10-6	2.89 9-6	2 36	3.34 794	74 120	8.4	Wm Simons & Co Ld Renfrew 1900	Glsq. 00						
93	Dampfschiffahrts Gesellschaft « Argo »	✠	Tr. Exp. (12.03)	3	34 - 55 - 88 13.4-21.7-34.7 PS. n. 3.05	60 28.6	380 115	Bremer Vulkan Vegesack 1899	Wes. 3.05	✠	1 C	3.44 11-4	2.87 9-5	2 39	3.60 1237	115 170 7-100	12	Bremer Vulkan Vegesack 1899	Wes. 03 v.c. 03						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS	LENGTH	BREADTH	DEPTH	FRESH WATER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM						U.											
	1	2	3				4	5										
✦	1	E.-D.-CARTER, . . . . ELECTR. (4.06)	I	3/3, Lakes	1.1.	—	6559 5063	Amr	06	American Shipb. Co Wyandotte	A; <i>hél</i> ; 5 <i>comp</i> ; (WB. D. B. & side tanks).	153.57 504-0	16.46 34-0	9.14 30-0	.....	Erie	Clv. 4.06	
✦	2	E.-O.-SALTMARSH, ELECTR. Rogers (9.03) Turret. 90-03	I	3/3, L	1.1.	4 m twin	3630 2319 3025	Ang	03	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 <i>comp</i> ; D. 8m90; G. 11m20; (WB. cell. 949 t.; cale 433 t.); car. 2.07.	102.63 340-0	15.30 50-2	6.91 22-8	125 129	London	Lvp. 2.07	
✦	3	EASTERN-STATES, . . . . ELECTR. (5.02) Passenger Service.	I	—	—	2 m 4 P-H	3077 1566	Amr	02	Detroit Shipbuilding Co Detroit 1902	A; aubes; 7 <i>comp</i> .	106.68 350-0	13.41 44-0	6.01 19-9	.....	Detroit	Clv. 02	
✦	4	EASTLAND, . . . . (7.03) ELECTR.	I	3/3, Lakes	1.1.	2 m 4 P-S	1961 1218	Amr	03	Jenks Shipbuilding Co Port-Huron	A; 2 <i>hél</i> ; 5 <i>comp</i> ; <i>shade</i> deck; (WB. cell.).	80.77 265-0	11.58 38-0	6.91 22-8	.....	Michigan	Clv. 03	
✦	5	EATON-HALL, Hunt. Turret. 85-04 (8.04)	I	3/3, L A.&C.P.	1.1.	2 m 1 P-B	3711 2380 3134	Ang	04	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 <i>comp</i> ; D. 6m43; G. 10m58; (WB. cell. 829 t.; cale 604 t.; C. R. 23 t.); rp-car. 4.07.	104.27 342-1	14.20 46-7	7.55 24-9	1493 154	Cardiff	Gard. 4.07	
.	6	EBE (ex-Clelia), Chiama. (12.03)	II	—	—	3 m 1 P-B	1556 994 1218	Idl	71 V.02	Richardson Duck & Co Stockton	F; <i>hél</i> ; 5 <i>comp</i> ; <i>well</i> deck; D. 53m; G. 9m40; (WB. A. 100 t; E. 60 t; R. 40 t; 1 p. F; rp-car. 5.05.	81.97 288-8	9.16 30-1	5.38 17-8	.....	Gènes	Gn. 7.06	
.	7	EDENDALE (ex-Baikal), Moss. (7.05)	I	3/3, L	1.1.	Gl't 2 P-B	1109 718 1104	Ang	79 V.05	J. Laing Sunderland	F; <i>hél</i> ; 6 <i>comp</i> ; (WB); 1 p. F; rp-car. 7.05.	69.20 227-0	9.00 29-5	4.80 15-9	.....	Singapore	Sgp. 7.05	
.	8	EDITH (ex-Avance), Lind- quist. (5.05) 98-00	I	3/3, G	1.1.	Gl't	343 221	Sds	84 V.05	G. Howaldt Kiel	F; <i>hél</i> ; 5 <i>comp</i> ; R. 8m54; G. 4m57; (WB. 34 t; T. 60 t; C. R. 6 t.); p. F; grp.05; car. 6.07.	43.48 142-8	6.78 22-3	4.06 13-4	.....	Motala	Stkh. 6.07	
✦	9	EDITH, Wounsche. (7.07)	I	3/3, P A.&C.P.	1.1.	2m	224 144 180	Sds	07	Klippan's Warf Gothembourg	A; <i>hél</i> ; 4 <i>comp</i> ; D. 8m11; G. 4m10; (WB. C. R. 5 t; C. A. 30 t.); 1 p. A.	31.39 103-0	6.78 22-3	3.55 11-8	.....	Gothembourg	Got. 7.07	
✦	10	ÉDOUARD-CORBIÈRE. Jourden. (4.07) ELECTR. 99-07	I	3/3, G	1.1.	2m	474 120 311	Frç	07	Forges & Chantiers Le Havre	A; <i>hél</i> ; 6 <i>comp</i> ; <i>well</i> deck; D. 8m; R. 16m50; G. 13m35; (WB. cell. 111 t; C. R. 12 t; C. A. 10 t.); 1 p. A.	53.26 174-9	7.40 24-3	3.37 11-1	17 19 21	Le Havre	Hv. 4.07	
.	11	EDUARD-REGEL (ex-He- kla), Katerfeldt. (11.06) ELECTR.	I	3/3, L	1.1.	3m 3 P	3225 2088 2161	Rss	84 V.06	Scott & Co Greenock	F; <i>hél</i> ; 8 <i>comp</i> ; (WB. T. 690 t; C. R. 37 t; C. A. 50 t.); 2 p. F; rp-car. 10.07.	100.88 331-0	12.90 42-4	8.91 29-3	.....	St-Petersburg	N-C. 10.07	
✦	12	EDWARD-DAWSON ex-Vil- le-do-Douai, Horn. (3.06) ELECTR. Petrol. in bulk.	II	3/3, L A.&C.P.	1.1.	3 m 2 P	1907 1245 1738	Ang	90 V.06	Sir W. G. Armstrong, Mitchell & Co Ld Low-Walker	A-F; <i>hél</i> ; 12 <i>comp</i> ; D. 11m58; R. 3m05; G. 9m14; (WB. 122 t; W. T. cale X. 133 t; C. A. 49 t.); 1 p. A; 1 p. F; grp. 99; rp. 07; car. 3.07.	80.77 265-0	11.27 37 0	7.11 23-4	55 58½ 60½	Middles- brough	N-C. 3.07	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS						LAST SURVEY			
		DESCRIPTION DATE OF CERTIFICATE	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	SHELL Diamet.   Length — IN METERS IN FEET AND INCHES			Furnaces grate surface in sq. meters in sq. feet	MAKERS — PORT AND DATE of CONSTRUCTION								
			NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES															
												STROKE in centim. in inches							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
1 E. D. Carter	✠	Triple (4.06)	3	57-91-152 22.5-36-60	107 42	1600 80	Detroit Shipb. Co Detroit 1906	Clv. 4.06	✠	2 C	4.19 13-9	3.50 11-6	4	8.56 92	432 4640	12.6 180	Detroit Shipb. Co Detroit 1906	Clv. 4.06	
2 Pensacola Trading Co	✠	Tr. Exp. (9.03)	3	66-107-173 26-42-68 PS. 4.06	107 42	313 1350 66	W. Doxford & Sons Ld Sunderland 1903	Lvp. 4.06	✠	2 C	4.80 15-9	3.35 11-0	6	9.60 103	456 4906	11.2 160 7-100	W. Doxford & Sons Ld Sunderland 1903	Lvp. 6.05	
3 Detroit & Buffalo Steam- boat Co	✠	Comp. Tand. (5.02)	3	132-183-183 52-72-72	213 84	3500 38	Detroit Shipbuild- ing Co Detroit 1902	.....	✠	6 C	4.11 13-6	3.58 11-9	13	25.57 275	1233 13258	9.52 140	Detroit Shipbuild- ing Co Detroit 1902	Clv. 02	
4 Michigan Steamship Co	✠	2Tr. Exp. (7.03)	3	53-86-142 21-34-56	76 30	3500 130	Jenks Shipbuilding Co Port-Huron 1903	.....	✠	4 C	4.11 13-6	3.81 12-6	12	25.11 270	856 9200	14 200	Jenks Shipbuilding Co Port-Huron 1903	Clv. 03	
5 Eaton Hall Steamship Co Ld (Edw. Nicholl)	✠	Tr. Exp. (8.04)	2	66-107-173 26-42-68 PS. n. 4.07	107 42	313 1350 63	Wm Doxford & Sons Ld Sunderland 1904	Rd. 1.03	✠	2 C	4.80 15-9	3.35 11-0	6	10 108	456 4906	11.2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1904	N-C. 04	
6 Francesco Chiama	✠	Comp. (7.02)	2	71-145 28-57 PS. 10.03	84 33	134 525 60	Ch. Holwes & Co Stockton 1871	Gn. 7.06	•	1 C	3.50 11-6	4.75 15-7	4	7.44 80	204 2195	4.6 65 3.3-50	Lloyd Austriaco Trieste 1884	Gn. 7.06 v.c. 02	
7 Chew Joon Hiang	•	Comp. (7.05)	2	68.5-127 27-50 P.S. n. 7.04; v. 7.05	91.4 36	65 360	G. Clark Sunderland 1879	Sgp. 7.05	•	1 C	4.43 14-6	3.20 10-6	3	4.93 53	170 1830	5 70	Nagasaki Dockyard & Engine Works Nagasaki 1893	Sgp. 7.05 v.c. 7.05 p.c. 7.05	
8 Motula Rederiaktiebo- laget (G.F. Pettersson)	•	Comp. (5.05)	2	37-66 14.5-26 PS. 6.07	45 17.5	60 250 123	Lindbergs Werk- stad Stockholm 1903	Sikh. 6.07	•	1 C	2.74 9-0	2.81 9-3	2	2.51 27	79 800	9.1 130 5.6-80	Lindbergs Werk- stad Stockholm 1903	Got. 5.05 v.c. 5.05 p.c. 5.05	
9 C. E. Brusewitz	✠	Comp. (7.07)	2	25-57 10-22.5	38 15	125 135	LundbyMek. Werk- stad Gothembourg 1907	Got. 7.07	✠	1 C	2.44 8-0	2.28 7-6	1	1.35 14	39 420	9.1 130	LundbyMek. Werk- stad Gothembourg 1907	Got. 7.07	
10 Cie des Paquebots à Va- peur du Finistère	✠	Triple (4.07)	3	38-60-93 15-23.5-30.5	70 27.5	900 130	Forges & Chantiers Le Havre 1907	Hv. 4.07	✠	2 C	3.10 10-2	3.35 11-0	4	7 75	221 2376	14 200	Forges & Chantiers Le Havre 1907	Hv. 4.07	
11 Northern Steamship Co	•	Comp. (11.06)	2	46-84 117-213	54 137	450 2150	Scott & Co Greenock 1884	Ods. 11.06	•	4 C	4.57 15-0	3.20 10-6	12	23.41 252	—	6.33 90	Scott & Co Greenock 1884	Ods. 11.06 v.c. 11.06	
12 Lennard's Carrying Co Ld (J. M. Lennard & Sons Ld)	✠	Tr. Exp. (3.06)	3	51-84-135 20-33-53 PS. n. 03; v. 3.07	91.4 36	250 1000 85	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1890	N-C. 3.07	✠	2 C	3.81 12-6	3.17 10-5	6	11.40 122	261 2806	11.2 160 5.6-80	Forges & Chantiers Le Havre 1896	Bk. 3.06 p.c. 3.07 v.c. 3.06	

SURVEILLANCE SPECIAL	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT — NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	FRANC BORD ET HIVER H.A.N. en pouces		PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME							T.	R.			PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHÉS CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS									
	1	2	3	4	5	6		7	8			9	10	11	12				13	14		15	16
✠	13	EEMSTROOM, Boerhave. ELECTR. (8.03)	■	3/3,L	1.1.	Glt 1 P-B	1060 479 832	P-B	99 V.03	Carmichael, Maclean & Co Greenock	A; hél: 6 comp; weld: ½ D. 20m20; R. 20m10; G. 11m50; (WB. cell. 193 t.; C. R. 9 t.; C. A. 27 t.); 1 p. F; rp. 07; car. 3.07.	71.72 235-4	10.10 33-2	4.85 15-11	20½ 23 25½	Amsterdam	Rd.	3.07					
.	14	EFI (ex-Foldin), Yan- nagas. (7.07)	■	3/3,M	1.1.	2m	660 402	Gré	84 V.07	Helsingørsk Skibs- byggeri Elseneur	F; hél: 5 comp; ½ D. 51 t; R. 71 t; G. 24 t; (WB. C. R. 12 t; C. A. 25 t.); 1 p. bois.	55.97 183-8	8.91 29-8	4 27 14-0	.....	Syra	Cast.	7.07					
✠	15	ÉGLANTINE, Fourny. Chalutier. (2.06)	■	3/3,G	1.1.	1 m	297 121 271	Fré	06	Chantiers de France Dunkerque	A; hél: 4 comp; (WB. 30 t.); p. PP; rp-car. 1.07.	44.14 144-10	7.00 23-0	3.56 11-8	.....	Fécamp	Dk.	1.07					
✠	16	EIDER. Delezire. (10.06) Chalutier.	■	3/3,I	1.1.	Kt	205 75 171	Fré	06	Smith's Dock Co Ld North-Shields	A; hél: 4 comp; 1 p. b; rp-car 8.07.	34.18 112-2	6.43 21-1	2.70 8-10	.....	Lorient	Nt.	2.07					
.	17	EIDER (ex-Thais), ..... (6.03)	■	11-2	—	Glt	55 34	Fré	83 0.03	Gainsboro'	C-Or-PP; ch. cv; hél. d. cv.	26.00 85-4	4.65 15-3	2.01 6-8	.....	Le Havre	Hv.	03					
✠	18	EKLIPTIKA, Hemmingsen Turret. (9.04)	■	3/3,L	1.1.	G4m 1 P-B	2167 1348 1704	Dan	97 V.04	Flensburger Schiff- bau-Gesellschaft Flensburg	A; hél: 5 comp; D. 26m84; G. 14m18; (WB. cell. 410 t.; C. A. 70 t.; C. R. 45 t.); 1 p. A.; grp. 04; rp-car. 4.07.	57.99 288-8	11.71 38-6	6.94 22 9	....	Copenhagen	Rd.	4.07					
✠	19	EL-GALLO, Sanchez. ELECTR. (6.03) Petrol. in bulk.	⊙	3/3,G	1.1.	Glt	632 362 485	Esp	92 V.03	Sir W. G. Armstrong. Mitchell & Co Newcastle o/T.	A-F; hél: 8 comp; D. 17m01; G. 6m71; (WB. C. A. 30 t; C. R. 26 t.); 1 p. A.; rp. 03; car. 10.06.	51.94 170-5	8.54 28-0	4.40 14-5	.....	Santander	Bib	10.06					
.	20	EL-KAHIRA, Vilette. ELECTR. (11.05)	■	3/3,A	1.1.	2 m 2 P-S	2034 847	Ang	92 V.05	R. Napier & Sons Glasgow	A; hél: 8 comp; R. 36m; G. 22m; (WB. cell. 300 t.); rp. 06; car. 7.07.	90.00 295-3	11.35 37-3	7.08 23-3	74	Londres	Alx.	7.07					
.	21	EL-KANTARA, Lemonnier ELECTR. 82-05 (3.05)	■	3/3,L	1.1.	2 m 3 P-S	6378 4425 6121	Fré	05	Messageries Mariti- mes La Ciotat	A; 2 hél: 8 comp; spard.; D. 19m50; R. 7m20; R. C. 41m; G. 16m40; (WB. 693 t; cale 821 t.); 3 p. A.	136.29 448-9	16.03 52-7	9.93 32-7	.....	Marseille	Mrs.	3.05					
.	22	EL-KAHMANIEH, Rahman (12.06)	■	3/3,M	1.1.	2 m 3 P-S	1704 1010	Ang	65 V.06	Richardson & Co Stockton	F; hél: 5 comp; grp. 01; rp. 03; car. 8.07.	79.68 261-9	10.20 33-6	7.80 25-7	.....	Londres	Alx.	8.07					
✠	23	ELAINE, Millons. (3.04) Turret. —-04	■	3/3,L	1.1.	2 m 1 P-B	3687 2337 3029	Ang	04	Wm Doxford & Sons Ld Sunderland	A; hél: 7 comp; D. 8m91; G. 11m20. (WB. cell. 949 t; C. R. 10 t.); rp-car. 12.06.	103.05 340-1	15.30 50-2	6.91 22-8	125 129	London	Shg.	12.06					
✠	24	ELBE, Behrens. (11.05) Trawler.	■	3/3,G	1.1.	Glt	155 36 143	Alm	91 III 03 V.05	Actien-Gesellschaft « Neptun » Rostock	F; hél: 5 comp; R. 10m06; (WB. M. 6 t.); 1 p. S; grp. 00; rp-car. 2.07.	31.50 103-4	6.25 20-6	3 20 10-6	.....	Altona	Hbg	2.07					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	CONSTRUCTEURS										
					NOMBRE	DIAMÈTRES — EN CENTIMÈTRES EN POUCES					Diamèt. Long.	NOMBRE			PRESSION Chaud. princ. Chaud. auxil.									
																COURSE des pistons cent. pouces	EN MÈTRES EN PIEDS ET POUCES	sur/dé grille — en mèt. carr. en pèdes carr.	sur/dé chauffe — en mèt. carrés en pèdes carrés					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
13	Hollandsche Stoomboot Maatschappij	✠	Tr. Exp. (8.03)	3	51 - 84 - 140 20 - 33 - 55 PS.3.07	91 36	223 1300 100	Muir & Houston Ld Glasgow 1899	Rd. 3.07	✠	2 C	4.42 14-6	2.20 10-6	6	10.73 115	370 3980	11.2 160 5.6-80	Muir & Houston Ld Glasgow 1900	Am. 03 v.c.03					
14	Stylianios Pandermalis (à Constantinople)	.	Comp. (7.07)	2	58 - 112 23 - 44 PS.12.06	69 27	84 ... 80	Helsingörs Maskin- byggeri Elseneur 1884	Const. 12.06	.	2 C	3.12 10-3	2.64 8-8	4	4.37 47	162 1738	5.6 80 5.6-80	Helsingörs Maskin- byggeri Elseneur 1884	Const. 12.06 P.C.12.06 v.c.12.06					
15	Soublin, Malandain & Capon	✠	Triple (2.06)	3	33 - 54 - 89 13-21-35	61 24	500 125	Caillard & Co Le Havre 1906	Dk. 2.06	✠	1 C	3.96 13-0	3.15 10-4	3	4.28 47	132 1419	14 200	Caillard & Co Le Havre 1906	Dk. 2.06					
16	Cie Armoricaine de Cha- lutage	✠	Triple (10.06)	3	30 - 50 - 81 12 - 19.5 - 32	58 23	52 370 108	Lidgerwood & Co Coatbridge 1906	Nt. 8.07	✠	1 C	3.66 12-0	3.05 10-0	2	3.57 38	126 1855	12.6 180	Richardsons, West- garth & Co Ld Middlesbrough 1906	Nt. 8.07					
17	Teisserenc de Bort (Paris)	.	Comp. (6.03)	2	25 - 51 10 - 20 PS.n.03	36 14	70 100	Harwick Gainsboro' 1873	Chb. 04	.	1 C	2.10 6-11	1.55 5-1	1	1.20 13	29 312	5 71	Ateliers de la Loire St-Denis 1891	Chb. 04 v.c.03					
18	Dampskibs-Selskabet « Urania » (Alfred Christensen)	✠	Tr. Exp. (9.04)	3	53 - 86 - 142 21-34-56 PS.n.02,v.4.07	99 39	900 70	Flensburger Schiff- bau-Gesellschaft Flensburg 1897	Rd. 1.07	✠	2 C	3.88 12-9	3.43 11-3	6	6.77 73	352 3789	11.6 165	Flensburger Schiff- bau-Gesellschaft Flensburg 1897	Cph. 11.05 v.c. 04					
19	Desmarais frères (à Pa- ris)	✠	Tr. Exp. (6.03)	3	42 - 66 - 109 16.5 - 26 - 43 PS.n.12.02	68.5 27	110 550 88	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1892	Bib. 10.06	✠	1 C	4.27 14-0	3.05 10-0	3	4.92 53	167 1800	11.2 160 7-100	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1892	Bib. 19.06 v.c. 03					
20	Khedivial Mail S. S. & Graving Dock Co Ld	.	Tr. Exp. (11.05)	3	79 - 119 - 201 31-47-79 PS.n.10.06	137 54	315 ... 83	R. Napier & Sons Glasgow 1892	Alx. 7.07	.	4 C	4.72 15-6	3.20 10-6	12	20.22 282	811 8716	10.5 150 6-85	R. Napier & Sons Glasgow 1892	Alx. 7.07 v.c.11.05 P.C. 7.07					
21	Messageries Maritimes	.	2Tr.Exp. (3.05)	6	68 - 100 - 160 27 - 39 - 63	120 47.5	825 3300 85	Forges & Chantiers Marseille 1905	Mrs.3.05	.	3 CD	2 x 4.10 13-6 1 x 3.50 11-6	5.67 18-6	16	30.57 329	904 9721	9.5 135 7-100	Forges & Chantiers La Seyne 1905	Mrs.3.05					
22	Khedivial Mail S. S. & Graving Dock Co Ld	.	Comp. (12.06)	2	74 - 142 29 - 56 PS.n.05,v.8.07	122 48	200 1000 60	Day, Summers & Co Southampton 1881	Alx.8.07	.	4 C	2.70 8-10	2.00 9-10	8	15 161	275 2957	3.5 50 3.3-48	Day, Summers & Co Southampton 1882 grp. 1901	Alx.8.07 P.C.12.06 v.c.12.06					
23	Lion Line Ld (Weddell, Turner & Co)	✠	Tr. Exp. (3.04)	3	66 - 107 - 173 26 - 42 - 68	107 42	313 1350 66	Wm Duxford & Sons Ld Sunderland 1903	N-C. 04	✠	2 C	4.80 15-9	3.35 11-0	6	10.03 108	456 4906	11.2 160 5.6-80	Wm Duxford & Sons Ld Sunderland 1903	N-C. 04					
24	Albrecht Von Appen	✠	Comp. (11.05)	2	45 - 85 17.7 - 33.5 PS.n.5.07	50 19.7	250 110	Actien-Gesellschaft « Neptun » Rostock 1891	Hbg.5.07	✠	1 C	3.20 10-6	2.90 9-6	2	2.51 27	100 1075	6.54 93	Actien-Gesell.schaft « Neptun » Rostock 1891	Hbg. 05 v.c.05					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS				LENGTH IN FEET & INCHES	BREADTH IN FEET & INCHES	DEPTH IN FEET & INCHES	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY		
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECK REPAIRS											
	DATE OF TERM																						
	1	2	3																			4	5
•	25	ELCANO, <i>Altonaga</i> . ELECTR. (8.05)	I	3/3,L	1.1.	2 m 2 P	850 502	Amr	80 V.05	Mac Millan & Sons Dumbarton	F; <i>hél</i> ; 5 comp; (WB.); G. 12m20; rp-car. 8.05.	64.62 212-0	9.20 30-2	5.38 17-8	.....	Manillo	Mnl.8.05						
•	26	ELENA-D. (ex-Swan), <i>Petroutzis</i> . (7.05)	II	3/3,L	1.1.	2 m 1 P-B	1231 778	Rss	80 V.05	Blackwood & Gordon Port-Glasgow	A; <i>hél</i> ; 6 comp; <i>welldck</i> ; WB; rp-car. 7.05.	71.42 234-4	9.87 32-5	4.75 15-7	.....	Odessa	Mss.7.05						
•	27	ELENI (ex-Ildo), <i>Focas</i> . (8.06)	I	3/3,M	1.1.	2 m 2 P	975 602	Grc	81 V.06	Murdoch & Murray Port-Glasgow	A; <i>hél</i> ; 5 comp; R. 10m97; G. 8m84; rp-car. 8.06.	83.94 225-5	9.17 30-1	5.08 16-8	.....	Céphalonie	Cast. 8.56						
•	28	ELENI (ex-Lesbos), <i>Papalas</i> . (8.05)	II	3/3,G	1.1.	Glt 2 P	960 552 774	Trc	68 V.05	Lloyd Austriaco Trieste	F; <i>hél</i> ; 5 comp; D. 19m70; R. 6m73; G. 16m24; rp-car. 5.05.	64.83 212-8	8.39 30-10	5.44 17-10	.....	Alexandrie	Pir.8.05						
✠	29	ELEVADOR, ..... Drague. (10.05)	I	3/3,R	1.1.	1 m	260	Esp	05	Wilton's Scheepswerf Rotterdam	A; 6 comp; 1 p. A.	32.97 108-2	6.98 22-11	3.30 10-10	.....	Huelva	Rd.10.05						
✠	30	ELGIN, <i>Potts</i> . (9.06) Turret. 90-06	I	3/3,L	1.1.	2 m	3835 2443 3132	Ang	06	W. Duxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; D. 9m70; G. 9m32; WB; cell. 1097 t; C. R. 23 t; p. A.	106.80 350-5	15.29 50-2	6.84 22-5	129½ 134	Newcastle o/Tyne	N-C.9.06						
•	31	ELIAS (ex-Aura), <i>Kouzmilzky</i> . (4.98)	III	—	—	Glt	503 178	Rss	73 V.98	.....	F; <i>hél</i> ; 5 comp; R. N. 5m50; R. R. 5m50.	57.98 190-3	7.45 24-5	3.62 11-10	.....	Nyborg	Ptb. 98						
•	32	ELISABETH, <i>Sandbank</i> . (6.00)	III	—	—	1 m	30 15 25	Rss	99	J.D.Stenberg & Sons Helsingfors	A; <i>hél</i> ; 3 comp; ½ D; ½ G.	16.03 52-7	3.81 12-6	2.07 6-8	.....	Reval	Hlsf. 00						
✠	33	ELISE, ..... Chalutier. (7.97)	I	—	—	2 m	66 00 44	Frq	97	E. Lucas & Co Dieppe	A; <i>hél</i> ; 4 comp.	19.15 62-10	5.60 16-5	2.60 8-6	.....	Calais	Dp. 97						
✠	34	ELISE-MARIE, <i>Stege</i> . ELECTR. (3.05) Petrol. in bulk.	I P. R.	3/3,L A.&C.P.	1.1.	G 3m 2 P-T	3193 2041 3055	Alm	89 V.05	Sir W.G. Armstrong Mitchell & Co Low-Walker	A-F; <i>hél</i> ; 12 comp; R. 7m32; G. 12m19 R. N. 3m66; R. R. 10m97; (WB. E. & B. 149t; WT. cale N. 330t; C. N. 80 t.); 1 p. A; 1 p. F; grp. 93; rp car. 11.05.	97.68 320-5	12.74 41-8	9.00 27-5	.....	Hamburg	Hbg 11.05						
✠	35	ELJAN (ex-Theodor-Burchard), <i>Stendahl</i> . (8.07) ELECTR.	I	3/3,A	1.1.	Glt 2 P-B-S	794 487 767	Nrw	83 11807	Rostocker Act.-Ges. für Schiff- & Maschinenbau Rostock	F; <i>hél</i> ; 5 comp; <i>spard</i> ; R. 14m60; (WT. M. 180 t; WB. cale R. 40 t.); 1 p. F; 1 p. S; grp. 84; car. 8.07.	56.62 185-8	7.79 25-6	3.96 19-8 13-0	.....	Stavanger	Chrt. 8.07						
✠	36	ELLA, <i>Nielsen</i> . (7.07) ELECTR.	I P. R.	3/3,G	1.1.	Glt	368 220 264	Dan	90 V.07	Helsingörs Jernskibs Byggeri Elseneur	A; <i>hél</i> ; 5 comp; <i>welld</i> ; ½ P. 22m80; R. 4m88; G. 6m70; (WB. E. & R. 39 t; C. N. 8 t; C. R. 12 t.); 1 p. F; rp-car. 6.07.	44.40 145-6	7.10 23-4	3.38 11-1	.....	Copenhagen	Cph.7.07						

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		ENGINES							BOILERS										LAST SURVEY				
		SPECIAL SURVEY	DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS				BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler. Donkey Boiler.			MAKERS	PORT AND DATE of CONSTRUCTION	
					NUMBER	DIAMETERS	STROKE	Horse power nominal						Diamet.	Length	NUMBER	Grate surface in sq. meters						Heating surface in sq. meters
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
25	Compañia Maritima	•	Comp. (8.05)	2	74 - 142 29 - 56 PS. 04	91 36	136 680 70	Mr Millan & Sons Dumbarton 1880	Mnl. 8.05	•	1 CD	3.72 12-3	4.88 16-0	6 99	9.18 2298	213 71	5	A. Young & Co Glasgow 1901	Mnl. 8.05 v.c. 8.05 p.c. 8.05				
26	D. Diamantidis & Fils	•	Comp. (7.05)	2	58 - 132 23 - 52	91 36	137	Blackwood & Gordon Glasgow 1880	Ms. 7.05	•	1 C	4.50 14-9	3.28 10-9	4 65	6 1927	180 100	7	Blackwood & Gordon Glasgow 1894	Ms. 7.05 v.c. 7.05				
27	G. Focus & Co	•	Comp. (8.06)	2	74 - 132 29 - 52 PS. n. 8.06	84 33	113 ...	Kincaid, Donald & Co Greenock 1881	Const. 8.06	✝	1 C	4.27 14-0	3.05 10-0	3 50	4.65 1728	161 80	5.6 80	Kincaid, Donald & Co Glasgow 1892	Const. 8.06 p.c. 8.06 v.c. 8.06				
28	J. Zalichi & Cie	•	Comp. (8.05)	2	84 - 148 34 - 58 PS. 5.05	63 27	651 1640 60	Stabilimento Tecnico Triestino Trieste 1868	Pir. 8.05	•	2 C	3.86 12-8	2.79 9-2	6 72	6.70 2430	226 71	5 5.2-75	Lloyd Austriaco Trieste 1890	Pir. 8.05 v.c. 8.05 p.c. 8.05				
29	Junta de Obras del Puerto	✝	dest. in de dra	ees pour l'appareil de pompage				Wilton's Machine fabrik Rotterdam 1905	Rd. 10.05	✝		for dredging and pumping purposes only						Wilton's Machine-fabrik Rotterdam 1905	Rd. 10.05				
30	A. M. Sutherland & Co Ltd	✝	Tr. Exp. (9.06)	3	63.5 - 104 - 168 23-41-66	114 45	376 1450 66	W. Doxford & Sons Ltd Sunderland 1906	N-C. 9.06	✝	2 C	4.95 16-3	3.35 11-0	6 122	11.40 5157	479 100	11.2 7-100	W. Doxford & Sons Ltd Sunderland 1906	N-C. 9.06				
31	G. Benenson	•	Comp. (4.98)	2	38 - 76 15 - 30	40.5 16		Crichton & Co Abo ....	.....	•	1 C	2.56 8-5	2.67 8-9				3.33 47	Crichton & Co Abo ....	Ptb. 98 v.c. 98				
32	J. Leesmann	•	Comp. (6.00)	2	25 - 40 10 - 16	50 12		J. D. Stenberg & Sons Helsingfors 1899	.....	•	1 C	1.68 5-6	2.26 7-5	1 9	0.88 323	30 105	7.35	J. D. Stenberg & Sons Helsingfors 1899	Hlsf. 00 v.c. 00				
33	Société des Pêcheries Maritimes du Nord	✝	Comp. (7.97)	2	31 - 53 12.3 - 21	30 11.8		E. Lucas & Co Dieppe 1897	.....	✝	1 C	2.26 7-5	2.83 9-4	2 21	49 531	8 114		Société de Galvanisation d'Anzin Anzin 1897	Dp. 97				
34	Deutsch-Amerikanische Petroleum-Gesellschaft	✝	Tr. Exp. (3.05)	3	58 - 94 - 152 23 - 37 - 60 PS. n. 11.05	107 42	400 1150 100	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1889	Hbg 05	✝	2 C	4.42 14-6	3.45 11-4	6 128	11.85 4380	407 160	11.2 11.2-160	Reiherstieg Schiffswerfte & Maschinenfabrik Hamburg 1894	Hbg 3.05 v.c. 3.05 p.c. 3.05				
35	O. Watlnes Arvinger Akt. Selskab.	✝	Comp. (8.07)	2	60 - 106 23.6-41.7 PS. 8.07	70 27.6	88 340 80	Rostocker Act. Ges. für Schiff- & Maschinenbau Rostock 1883	Chit. 8.07	✝	1 C	3.60 11-9	2.95 9-8	2 38	3.51 1107	103 85	6	Act.-Ges. Neptun Rostock 1891	Chit. 8.07 p.c. 8.07 v.c. 8.07				
36	Det Forenede Dampskibs-Selskab	✝	Comp. (7.07)	2	48 - 80 19 - 35 PS. 7.07	53 21	55 230	Helsingörs Maskinbyggeri Elseneur 1890	Cph. 7.07	✝	1 C	3.05 10-0	2.71 8-9	2 29	2.69 928	86 90	6.33	Helsingörs Maskinbyggeri Elseneur 1890	Cph. 7.07 p.c. 7.07 v.c. 7.07				

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATERIAUX PROPULSEUR COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR EN METRES EN PIEDS & POUCES	LARGEUR EN METRES EN PIEDS & POUCES	CIRCONF. EN METRES EN PIEDS & POUCES	FRANC ET H. N. H. N. H. N.	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		T. R. U.														
	DATE DU TERME																
	1	2				3	4										
✠	37	ELLEN (ex-Trelleborg). Östensson. (3.07)	III	3/3, G	1.1.	Glt 1 P-B	447 330 389	Sds	72 V.07	Lindholmen Mek. Verkst Gothembourg	F; hél; 5 comp; p.S; grp.88; car.7.07; rp.07.	44.20 145-0	7.40 24-3	4.80 15-9	.....	Carlshamn	Cph. 7.07
✠	38	ELLEN, Holmen. (11.99) Hél. aux.	10	3/3, G	1.1.	Glt	183 139	Sds	99 0.06	J. Johansson Eckerna-Warf	P-A; hél; 2 comp; ch.frg; sfb; rp-car. 4.06.	31.00 101-9	6.86 22-6	3.50 11-6	.....	Agnhammar	Hish. 4.06
✠	39	ELLEN, ..... (8.93)	12	—	—	Glt	168 109 137	Sds	93	J. Andersson Köpmannabro	P-C; ch. frg; (sal); sfb; hél; p. P; rp car.8.97.	29.10 95-6	6.20 20-4	2.97 9-9	.....	Gothembourg	Got. 97
✠	40	ELLERKER (ex-Herleve), Park. (7.07) 96-07	I	3/3, L A.&C.P.	1.1.	Glt 2 P-B	1426 870 1269	Ang	84 V.07	Kish Boohls & Co Sunderland	F; hél; 3 comp; R. R. 16m40; G. 8m84; (WB. cales A. & R. 176 t; C. R. 28 t; C. A. 50 t.); 1 p. F; 1 p. P; grp. 02; rp-car. 7.07.	74.67 245-0	10.36 34-1	5.79 19-0	35 38 40	Hull	Hull. 11.07
✠	41	ELM-BRANCH, Dodds. Turret. 92-04 (1.04)	I	3/3, L A.&C.P.	1.1.	Glt 2 P	3265 2965 2867	Ang	95 V.04	W. Doxford & Sons (Ld) Sunderland	A; hél; 7 comp; G. 10m05; (WB. cell. 820 t; C. R. 35 t.); 2 p. A; car.8.04.	103.63 340-0	13.87 45-6	7.32 24-0	.....	Sunderland	N-C. 04
✠	42	ELPIDOFOR, Ronovaloff. 96-05 (4.05)	I	3/3, P A.&C.P.	1.1.	2 m bsc	671 393 587	Rss	05	Howaldtswerke Kiel	A; 2 hél; 6 comp; 1 D. 15m; (WT. 139 t; C. R. 20 t; C. A. 21 t.).	64.01 210-0	10.13 33-0	3.35 11-0	.....	Rostow s Don	Kiel 5.05
✠	43	ELSA, Martens. (3.92) ELECTR.	I	—	—	Glt	803 503 611	Alm	88 V.92	Flensburger Schiff- bau-Gesellschaft Flensburg	A; hél; 5 comp; well; 1 D. 17m84; R. 17m45; G. 5m74; (WB. cell. 163 t.); 1 p. A; rp. 90; car. 2.94.	58.52 192-0	9.27 30-4	4.00 13-1	.....	Flensburg	Flsb. 94
✠	44	ELVIRA, Aspuru. (8.93)	II	—	—	Glt 1 P-B	1058 779 807	Esp	71 V.93	Tod & M'Gregor Glasgow	F; hél; 5 comp. (WB); p.S; rp.83; car. 5.96.	70.1 230-0	8.9 30-0	5.11 17-0	.....	Bilbao	Lvp. 90
✠	45	EM.-Z.-SVITZER, Mögen- sen. (7.98)	I	—	—	Glt	269 88 289	Dan	85 V.98	Burmeister & Wain Copenhagen	F; hél; 5 comp; (WB. cale R. 72 t.; C. A. 31 t.); p. P; rp-car. 7.00.	43.3 137-0	7.4 25-0	3.80 13-0	.....	Copenhagen	Cph. 06
✠	46	EMANUEL, Hansen. (6.07)	I P.R.	3/3, G A.&C.P.	1.1.	2 m	1284 794 825	Dan	07	Helsingörs Jern- skibbyggeri Elseneur	A; hél; 5 comp; 1 D. 18m11; R. 32m13; G. 7m32; (WB. cell. 334 t; C. R. 22 t; C. A. 24 t.); 1 p. A.	68.95 226-3	10.60 34-9	3.75 12-4	9 11 13	Marstal	Cph. 6.07
✠	47	EMANUEL-M.-UNDER- DOWN, Johnston. (11.06) ELECTR.	I	3/3, P A.&C.P.	1.1.	— 1 P-B	447 74 312	Ang	06	Gourlay Bros & Co Ltd Dundee	A; aub; 5 comp; 1 p. b.	39.33 129-0	8.90 29-2	3.70 12-2	37 1/2 39 41	London	Glsq. 11.06
✠	48	EMERSON, ..... (4.04) ELECTR. Remorqueur.	I	3/3, L Lakes	1.1.	1 m	276 188	Ang	03	Collingwood Shipb. Co Collingwood	A; hél; 5 comp.	35.04 115-0	7.01 23-0	4.11 13-6	.....	Montreal	Civ. 04

N. B. -- Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SUCCESSION SPECIAL	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DE CERTIFICAT	CYLINDRES		COURSE des pistons — en pouces	FORCE nominale en chevaux vapeur	NOMBRE de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SUCCESSION SPECIAL	TYPE	ENVELOPPE		FOYERS		PRESSION Chaudi. princ. Chaudi. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION				
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN POUCES								Diamèt.	Long.	NOMBRE sur grille en mèt. carr. en pieds carr.	surf. de chauffe en mèt. carrés en pieds carrés		CONSTRUCTEURS				
10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
37. O. Lundström	•	Comp. (3.07)	2	34 - 72 13.4 - 28.4 PS. 7.07	64 25.2	45 200	Lindholmens Mek. Verkstad Göteborg 1872	Mlm. 10.07	•	1 C	2.67 8-9	2.67 8-9	2	2.51 27	—	3.87 55 4.5-65	Kockums Mek. Verkstad Malmö 1882	Crih. 3.07 v.c. 3.07					
38 C. Mattson & Co	•	Vert. land. Comp. (4.06)	4	18 - 46 7.5 - 18 PS. 4.06	28 11	10 40 180	F. & O. Lindman Helsingborg 1899	Hlsb. 4.06	•	1 vert.	1.37 4-6	3.63 11-11	1	0.74 8	46 500	12 150	F. & O. Lindman Helsingborg 1899	Hlsb. 4.06 v.c. 4.06					
39 Ängfartygs Aktiebolag « Sigfrid » (F. B. Wahlqvist)	•	Comp. (8.93)	2	30 - 51 11.7 - 20	30 11.7	20 80	Wilhelmsbergs Mek. Verkst. Wilhelmsberg 1891	.....	•	1 C	2.00 6-7	2.41 7-11	1	0.93 10	—	6.54 93	Wilhelmsbergs Mek. Verkst. Wilhelmsberg 1891	Got. 97 v.c. 97					
40 W. A. Massey & Co	✝	Comp. (7.07)	2	34 - 157 33 - 62 PS. 7.07	107 42	240 960 67	Geo. Clark Ltd Sunderland 1884	Plm. 7.07	✝	2 C	4.02 13-3	3.20 10-6	6	10.53 113	290 3118	5.8 83 4.7-68	Ateliers de la Loire Nantes 1893	Plm. 7.07 v.c. 7.07					
41 Nautilus S. S. Co Ltd & W. Ritson	✝	Tr. Exp. (1.04)	3	66 - 107 - 172 26 - 42 - 68 PS. n. 1.04	107 42	300 1350 67	W. Doxford & Sons Ltd Sunderland 1895	N-C. 04	✝	2 C	5.03 16-6	3.35 11-9	8	12.60 136	474 5112	11.2 160 11.2-160	J. Dickinson & Sons Ltd Sunderland 1906	N-C. 7.06 v. c. 04					
42 E. T. Paramonoff	✝	Tr. Exp. (4.05)	6	30 - 48 - 75 12 - 19 - 29.5	40 16	600 165	Howaldtswerke Kiel 1905	Kiel 4.05	✝	2 C	2.90 9-6	2.92 9-7	4	5.96 64	192 2067	12.5 178	Howaldtswerke Kiel 1905	Kiel 5.05					
43 H. Schuldt	✝	Tr. Exp. (3.92)	3	35.5 - 58 - 103 14 - 23 - 40.5	68.5 27	90 360 80	Flensburger Schiff- bau-Gesellschaft Flensburg 1888	.....	✝	1 C	3.74 12-3	2.50 8-6	2	2.88 31	139 1500	11.6 166	Flensburger Schiff- bau-Gesellschaft Flensburg 1888	Kiel 93 v.c. 92					
44 Linea de Vapores Serru	•	Comp. (8.93)	2	71 - 122 28 - 48	91.4 36	120 500	Tod & McGregor Glasgow 1872	.....	•	1 C	4.88 16-0	2.90 9-6	4	7.80 84	188 2026	5.62 80	Thos. Sumner & Sons Liverpool 1901	Lvp. 01 v.c. 93					
45 Em. Z. Svitzers Bjerg- nings Enterprise	✝	Comp. (7.98)	2	76 - 132 30 - 52	84 33	120 600	Burmeister & Wain Copenhagen 1885	.....	✝	1 C	4.06 13-3	3.13 10-3	3	5.48 59	178 1920	5.27 75	Burmeister & Wain Copenhagen 1885	Cph. 99 v.c. 98					
46 A/S. Dampskibs-Aktie- selskabet « Ema- nuel » (H. C. Christensen)	✝	Triple (6.07)	3	42 - 67 - 112 16.5 - 26.5 - 44	76 30	131 660 90	Helsingørs Maskin- byggeri Elseneur 1907	Cph. 6.07	✝	2 C	3.35 11-0	3.05 10-0	4	5.00 54	208 2240	12.6 180	Helsingørs Maskin- byggeri Elseneur 1907	Cph. 6.07					
47 United Railways of the Havana & Regla Wa- rhouses Ltd	✝	Comp. (11.06)	2	51 - 102 20 - 40	137 54	115 600 40	Gourlay Bros & Co Ltd Dundee 1906	Glasg. 11.06	✝	2 C	3.20 10-6	3.05 10-0	1	7.25 78	177 1910	9.1 130	Gourlay Bros & Co Ltd Dundee 1906	Glasg. 11.06					
48 Montreal Trans. Co	✝	Tr. Exp. (4.04)	3	38 - 65 - 109 15 - 25.5 - 44	91 36	95	Collingwood Shipb. Co Collingwood 1903	Civ. 01	✝	2 C	3.35 11-0	3.59 11-6	4	7.25 78	272 2930	12.6 180	Collingwood Shipb. Co Collingwood 1903	Civ. 04					



# EMM

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS		LENGTH IN FEET & INCHES 13	BREADTH IN METERS 14	DEPTH IN METERS 15	FREE BOARD SUMMER WINTER W.N.A. in inches 16	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T. R. U.	PROPELLER											
	DATE OF TERM							WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
✠	49	EMILE-ALLARD, <i>Gui-Baliseur. gnard.</i> (7.03)	■	3/3,P	1.1.	2 m	217	Frç	03	de la Brosse & Fouché Nantes	A; <i>hél</i> ; 5 <i>comp</i> ; R. 4m13 & 9m25.	38.38 125-11	6.70 22-0	3.05 10-0	.....	Dunkerque	Nt.	03	
✠	50	EMILE-PARAF, . . . . . (10.03)	■	3/3, I	1.1.	Slp	24 13	Frç	03	de la Brosse & Fouché Nantes	A; <i>hél</i> ; 4 <i>comp</i> ; R. 10m20.	14.75 48-5	4.05 13-4	1.48 4-10	.....	Couéron	Nt.	03	
✠	51	EMILIA, <i>Pedder.</i> (3.05) <i>ELECTR.</i> 94-05	■	3/3,P	1.1.	2 m	686 373 585	Arg	05	John Reid & Co Ld Glasgow	A; 2 <i>hél</i> ; 5 <i>comp</i> ; G. 5m48; (W3. C. R. 54 t; C. A. 34 t.); 1 p. A.	62.79 206-0	10.27 33-9	3.20 10-6	[24½ 25½ 27½]	Buenos-Ayres	Glsg.	3.05	
✠	52	EMILIE, <i>Pedersen.</i> (3.07) 04-07	■	3/3,P	1.1.	1 m	110 50 86	Dan	07	Kjöbenhavns Skibsværft Copenhagen	A; <i>hél</i> ; 4 <i>comp</i> ; ½ D. 3m20; R. 6m40; ½ G. 4m57; (W3. C. R. 7 t; C. A. 20 t); 1 p. A.	26.21 86-0	5.49 18-0	2.33 7-8	.....	Copenhagen	Cph.	3.07	
✠	53	EMILIE, <i>Lewintre.</i> 00-04 (12.04)	■	3/3,G	1.1.	Gl 1 P B	873 516 662	Frç	78 III 204	Claparède & Co St-Denis (Seine)	F; <i>hél</i> ; 5 <i>comp</i> ; D. 32m50; G. 8m70; W3. cell. 125 t; C. R. 40 t.); 1 p. F; grp. 87; rp-car. 12.06.	63.8 209-4	8.6 28-2	4.95 16-3	.....	Dunkerque	Dk.	12.06	
✠	54	EMILY-RICKERT, <i>Gerowski.</i> (5.04)	■ P.R.	3/3,G	1.1.	Gl	519 294 388	Alm	91 V.05	F. W. Klawitter Danzig	A; <i>hél</i> ; 5 <i>comp</i> ; <i>weild</i> ; ½ D. 13m90; R. 13m80; G. 6m50; (W3. E. B. 70 t; C. A. 32 t.); 1 p. A; rp 05; car. 3.05.	52.42 172-0	7.62 25-0	4.34 14-3	.....	Danzig	Dz.	3.05	
.	55	EMMA (ex-Delfina), <i>Nicolich.</i> (6.06)	■	3/3,G	1.1.	Gl 2 P	724 412 678	Aut	71 V.06	Lloyd Austriaco Trieste	F; <i>hél</i> ; 6 <i>comp</i> ; R. R. 7m64; R. 16m47; G. 6m53; rp. 06; car. 6.07.	62.64 205-6	7.94 26-0	5.14 5-14	.....	Trieste	Trst.	6.07	
✠	56	EMMA, <i>Thomson.</i> (5.05) 88-05 <i>Remorqueur.</i>	■	3/3,P	1.1.	1 m	65 12 65	Ang	05	Montrose Shipbuilding Co Montrose	A; <i>hél</i> ; 5 <i>comp</i> ; 1 p. A.	21.44 70-4	5.25 17-3	2.84 9-4	27 28 30	Glasgow	Glsg.	5.05	
✠	57	EMMA, <i>Lesquels.</i> (1.07) 95-06	■ P.R.	3/3,I	1.1.	Gl 2 P	1617 939 1423	Frç	93 V.07	A. McMillan & Son Ld Dumbarton	A; <i>hél</i> ; 7 <i>comp</i> ; R. 18m90; G. 10m67; (W3. T. M. 390 t; T. R. 300 t; C. A. 20 t; C. R. 18 t.); 1 p. A; 1 p. P; rp. 03; car. 6.06	77.42 254-0	10.79 35-5	6.35 20-10	.....	Le Havre	Hv.	1.07	
✠	58	EMMA, <i>Fromentin.</i> (1.07) <i>ELECTR.</i> <i>Chalutier.</i>	■	3/3,P	1.1.	2 m	252 100 214	Frç	02 V.07	Bonn & Mees Rotterdam	A; <i>hél</i> ; 4 <i>comp</i> ; (W3. 26 t.); p. PP.	40.74 133-8	6.60 21-8	3.56 11-8	.....	Boulogne s/M	Blg.	1.07	
✠	59	EMMA, . . . . . (9.06) <i>Chalutier.</i>	■	3/3,P	1.1.	2 m 1 P-B	63 0 58	Frç	06	Chantiers de France Dunkerque	A; <i>hél</i> ; 4 <i>comp</i> .	20.50 67-3	5.32 17-6	2.62 7-11	.....	Calais	Dk.	9.06	
✠	60	EMMA-HAMMAR (ex-Louis-Krohn), <i>Soderstrom.</i> (5.05)	■ P.R.	3/3,A	1.1.	Gl	564 383 408	Sds	89 V.05	Rost. Act. Ges. für Schiff- und Maschinenbau Rostock	A; <i>hél</i> ; 5 <i>comp</i> ; <i>weild</i> ; ½ D. 34m14; G. 6m17; (W3. E. & B. 54 t; cale. R. 45 t; C. A. 16 t.); 1 p. A; grp. 05; rp-car. 7.07.	52.58 172-5	7.70 25-3	5.44 17-8	.....	Asarum-Karlshamn	Rd.	7.07	

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		BUILDERS	LAST SURVEY	SHELL	Furnaces		MAKERS		LAST SURVEY								
					DIAMETERS	STROKE				SHELL	Furnaces				MAKERS							
																IN CENTIMETERS	IN INCHES	IN METERS	IN FEET	PORT AND DATE OF CONSTRUCTION		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
49 Service des Ponts & Chaussées	+	Comp. (7.03)	2	45-78 18-31	52 20.5	100 400 150	de la Brosse & Fouché Nantes 1903	.....	+	1 C	3.65 12-0	3.12 10-3	2 55	5.16 1613	7 100	de la Brosse & Fouché Nantes 1903	Nt. 03					
50 Sté des Mines & Fonderies de Pontgibaud	+	Comp. (10.03)	2	21-38 8-15	24 9.5	19 76 235	de la Brosse & Fouché Nantes 1903	.....	+	1 C	1.89 6-2	2.10 6-11	1 12	1.12 346	8 114	de la Brosse & Fouché Nantes 1903	Nt. 03					
51 Domingo Barthe	+	2 Tr. Exp. (3.05)	6	28-46-76 11-18-30	56 22	90 750 142	Muir & Houston Ld Glasgow 1905	Glsq. 3.05	+	1 C	3.50 11-6	3.05 10-0	4 68	6.31 2160	13 185	Muir & Houston Ld Glasgow 1905	Glsq. 3.05					
52 Dampskibs-Selskabet « Cathrine »	+	Comp. (3.07)	2	28-53 11-21	36 14	20 120 110	Kjöbenhavns Skibsværft Copenhagen 1907	Cph. 3.07	+	1 C	2.28 7-6	2.33 7-8	1 15	1.40 410	8.1 120	Kjöbenhavns Skibsværft Copenhagen 1907	Cph. 3.07					
53 G. Beck	.	Comp. (12.04)	2	60-110 23.6-43.3 PS.n.12.03	80 31.5	125 500 62	Claparede & Co St-Denis(Seine) 1878	Dk.12.06	.	1 C	3.75 12-4	2.90 9-6	3 54	5.07 1806	4.15 60 4.5-64	Forges & Chantiers Le Havre 1891	Dk.12.06 p.c.12.06 v.c.04					
54 Behnke & Sieg	+	Tr. Exp. (5.04)	3	33-55-90 13-21.6-35.4 PS.n.2.02; v.3.05	65 25.6	90 365 100	F. W. Klawitter Danzig 1891	Dz. 3.05	+	2 C	2.50 8-2	2.50 8-2	2 28	2.60 —	11 156	J. W. Klawitter Danzig 1891	Dz. 3.05 v.c.3.05					
55 C. Martinolich & Figlio	.	Comp. (6.06)	2	51-91 20-36 PS. 6.07	84 33	60 280 65	Lloyd Austriaco Trieste	Trst. 6.07	.	1 C	3.66 12-0	3.05 10-0	3 51	4.73 1302	5.0 71 6-85	J. T. Eltringham South-Shields 1886	Trst. 6.06 v.c.6.06 p.c.6.06					
56 Wm Stewart & Co	+	Comp. (5.05)	2	33-66 13-26	46 18	30 200 120	Clyne, Mitchell & Co Ld Aberdeen 1905	Glsq. 5.05	+	1 C	2.74 9-0	2.90 9-6	2 35	3.25 560	52 130	Ewing & Lawson Ld Glasgow 1905	Glsq. 5.05					
57 Worms & Co	+	Tr. Exp. (1.07)	3	51-86-137 20-34-54 PS.n.03; v.11.06	107 42	360 1400	David Rowan & Son Glasgow 1893	Hv. 1.07	+	2 C	4.42 14-6	3.05 10-0	6 111	10.31 3038	11.2 160 6.3-90	David Rowan & Son Glasgow 1893	Hv. 1.07 p.c.1.07 v.c.1.07					
58 A. & G. Vidor frères & Co	+	Tr. Exp. (1.07)	3	35-55-89 13-21.5-35 PS.n.1.07	61 24	450	Amos & Smith Hull 1902	Blg.1.07	+	1 C	3.76 12-4	3.05 10-0	2 38	3.53 1315	122 180	Amos & Smith Hull 1902	Blg.1.07 v.c.1.07					
59 Coffre	+	Comp. (9.06)	2	28-56 11-22	40 16	35 145 154	Chantiers de France Dunkerque 1906	Dk. 9.06	+	1 C	2.53 8-4	2.64 8-8	2 21	1.95 548	51 118	Chantiers de France Dunkerque 1906	Dk. 9.06					
60 A. K. Fernström	+	Comp. (5.05)	2	50-90 19.7-35.4 PS. n. 5.05	70 27.6	75 300 75	Rostocker Act.-Ges. für Schiff- & Maschinenbau Rostock 1889	Cph.5.05	+	2 C	2.50 8-2	2.87 9-4	2 37	3.40 1290	120 93	Rostocker Act.-Ges. für Schiff- & Maschinenbau Rostock 1889	Rd. 6.07 v.c.5.05					

SIGNALS NUMÉRIQUES	NAVIRES & CAPITAINES		CLASSIFICATION	GRÈLEMENT R. P. S.	TONNAGE T. R. T.	PAVILLON	ANNEE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAL PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR EN METRES EN PIEDS & POUCHES	LARGUR EN METRES EN PIEDS & POUCHES	CUEUX EN METRES EN PIEDS & POUCHES	PORT D'ARMEMENT	LIEU ou DATE de la DERNIERE VISITE
	— NOM DU BRENET DU CAPITAINE ou DE SON COMMANDEMENT ACTUEL — DATE DE VERME													
	1	2												
1	ALBIONVILLE, F. J. J.	1	1.1.1.1	1m	140 48	Blg	00	Société Anonyme des Forges et Aciéries Bruges	A: hél; 5 comp; (WB. 80 t.); car. 7.07.	12-50 3-4	8-50	.....	Ostende	Card. 7.0
2	ALBIONVILLE, F. J. J.	1	1.1.1.1	1m	285 202	Fre	0	de la Brosse & Fou- ché Nantes	A: hél; 7 comp; 1 R. 9m45; R. 1m70; 4m00 & 2m80; WB. 28 t.; 1 p. bois.	4-31 8-10	5-60	.....	Boulogne- s-Mer	Nt. 5.07
3	ALBIONVILLE, F. J. J.	III	1.1.1.1	1m	504 417	Sas	72	C. A. Møller Gothembourg	F: hél; 5 comp; D. 14m15; R. 11m75; R. A. 5m; R. 1m75; p. S; grp. 04; rp. 07; car. 3.07.	48-00 7-00	4-08	.....	Motala	Got. 3.07
4	ALBIONVILLE, F. J. J.	12-6	—	Glt	732 52	Amr	78	O. Reed Port Madison	P; hél; ch. m. fr. sfo. re. SS. 97; rp-car. 5.01.	51-85 10-08	1-15	.....	San-Fran- cisco	S-F. 01 c.v. 00
5	ALBIONVILLE, F. J. J.	1	1.1.1.1	Glt	1104 68 748	Dan	98	Flensburger Schiff- bau-Gesellschaft Flensburg	A: hél; 5 comp; 1 D. 22m57; R. 19m38; G. 6m71; WB. cell. 310 t.; C. R. 28 t.; 1 p. A; rp. 05; car. 3.06.	66-87 10-08	1-81	15 165 195	Marstal	Cph. 5.06
6	ALBIONVILLE, F. J. J.	1	1.1.1.1	1m	2762 175 260	Alm	88	W. G. Armstrong Mitchell & Co Ld Newcastle o/T.	A-F: hél; 13 comp; 1 D. 274 t; R. R. 66 t; (WB. E. & B. 176 t; WT. A. 453 t; C. A. 141 t.); 2 p. A; grp 91; rp car. 4.07.	94-80 12-36	8-56	...	Göteborg	Hbg. 4.07
7	ALBIONVILLE, F. J. J.	1	1.1.1.1	1m	740 452 50	Alm	87	W. G. Armstrong Mitchell & Co Ld Newcastle o T	A: 2 hél; 6 comp; G. 5m70; R. 12m; (WB. M. & R. 130 t.; C. R. 19 t.); 1 p. A; alg. 95; car. 10 04; rp. 05.	11-07 10-08	8-90	.....	Köln a/Rhein	Rd. 11.05
8	ALBIONVILLE, F. J. J.	II	1.1.1.1	1m	115 115	Blg	72	Jansen & Schmilins- ky Hamburg	F: hél; 4 comp; 1 p. Firp-car. 4.07.	24-4 10-08	8-77	.....	Anvers	Av. 4.07
9	ALBIONVILLE, F. J. J.	1	—	1m	5257 3345	Ang	85	Harland & Wolff Belfast	A: 2 hél; 8 comp; av. en. 10; D. 16m22; R. 38m71; G. 16m; (WB. cell. 1080 t.; WT. 810 & 660 t.); 2 1/2 p. A; rp-car. 12.01	12-0 12-32	9-10	==	Liverpool	Ld. 01
10	ALBIONVILLE, F. J. J.	1	1.1.1.1	Glt	672 45	Dan	91	Burmeister & Wain Copenhagen	A: hél; 5 comp; well. 1/2 D. 19m20; R. 15m54; G. 7m93; (WB. 186 t; C. R. 13 t.); 1 p. F; grp. 03; rp. 06; car. 6.07.	13-0 10-07	3-58	11 1	Marstal	N-C. 6.07
11	ALBIONVILLE, F. J. J.	II	1.1.1.1	1m	613 58	Grc	82	A. Leslie & Co Newcastle o/T.	F: hél; 7 comp; D. 13m50; R. 13m55; G. 9m; (WB. 40 t.); rp-car. 1.07.	9-0 10-07	3-80	.....	Le Pirée	Pir. 1.07
12	ALBIONVILLE, F. J. J.	1	—	1m	966 120 142	Rss	87	R. & W. Hawthorn, Leslie & Co Hebburn o T.	A: 2 hél; 6 comp; D. 7m32 1/2 D. 10m36; R. 11m58; G. 9m75; (WB. cell 245 t.; C. A. 30 t.); 1 p. A.	18-7 10-07	3-70	.....	Astrakhan	N-C. 97



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES																	
		SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux vapeur	NOMBRE de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE surface de chauffe en mètres carrés en pieds carrés	PRESSION en mètres carrés en pieds carrés	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION																		
						DIAMÈTRES									Diamètre Long.																								
						EN CENTIMÈTRES EN POUCES									EN MÈTRES EN PIEDS ET POUCES																								
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38																				
61	Société Anonyme des Pêcheries à Vapeur	Tr. Exp. (4.04)	3	29-48-78 11-19-31 PS. n. 7.07	55 22	400 132	Société Marcinelle & Couillet Couillet 1900	Card. 7.07	✕	1 C	3.27 10-9	3.00 9-10	2	2.70 30	100 1075	12 170	A. F. Smulders Grâce-Berleur 1900	Av. 04 v.c. 04																					
62	Société Française de Pêcheries à vapeur	✕ Triple (5.07)	3	30-50-82 12-20-32	62 25	112 425 125	Ateliers de la Loire Nantes 1907	Nt. 5.07	✕	1 C	3.80 12-6	3.10 10-2	2	4.25 46	123 1322	12 171	Ateliers de la Loire Nantes 1907	Nt. 5.07																					
63	Motala Redari Aktiebo- laget (G. Pettersson)	Comp. (3.07)	2	43-86 17-34 PS. 3.07	59 23.3	60 180	Lindholmens Werk- stad Lindholmen 1872	Got. 3.07	✕	1 C	3.37 11-1	2.91 9-7	1	2.51 27	3.7 53	3.7-53	W. Lindberg Stockholm 1886	Gfl. 3.07 v.c. 3.07 p.c. 04																					
64	Oregon Coal & Naviga- tion Co	Single (6.97)	1	86 34	86 34	225	.....	.....	•	1 C	3.66 12-0	3.66 12-0	3	4.25 60	.....	.....	Hinkley, Spiers & Hayes San-Francisco 1889	S-F. 01 v.c. 97																					
65	H. C. Christensen	✕ Tr. Exp. (5.06)	3	41-66-109 16-26-43 PS. n. 03, v. 5.06	84 33	500 70	Flensburger Schiff- bau Gesellschaft Flensburg 1898	Cph. 5.06	✕	1 C	4.34 14-3	3.08 10-1	3	4.30 46	188 2025	11.6 165 6.3-90	Flensburger Schiff- bau Gesellschaft Flensburg 1898	Cph. 5.06 p.c. 5.06 v.c. 5.06																					
66	Deutsch-Amerikanische Petroleum-Gesell- schaft	✕ Tr. Exp (4.07)	3	58 & 94 & 152 23 & 37 & 60 PS. n. 02; v. 4.07	99 39	220 1400 75	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1888	Hbg. 4.07	✕	2 C	4.20 13-9	3.28 10-9	6	10.03 108	350 3768	10.5 150	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1898	Hbg. 4.07 v.c. 4.07																					
67	Rhein- & Seeschiffahrts- Gesellschaft	✕ Tr. Exp. diag. (2.04)	6	27-43-71 10.5-17-28 PS. n. 10.04	51 20	90 450 135	Wallsend Slipway & Engg Co Ltd Newcastle o/T. 1887	Rd. 04	✕	2 C	2.89 9-6	2.89 9-6	4	2.51 27	73 784	11.2 160	Wilton's Machine Fabriek Rotterdam 1903	Rd. 04 v.c. 04																					
68	Société Anonyme de Re- morquage à hélice	Comp. J.C. (4.07)	2	42-84 16.4-33 PS. 4.07	46 18	120	Janssen & Schmi- linsky Hamburg 1872	Av. 4.07	•	1 C	3.10 10-2	3.00 9-10	2	3.30 35	80 860	8 114	A. F. Smulders Grâce-Berleur 1903	Av. 4.07 v.c. 4.07																					
69	Mississippi & Dominion S. S. Co Ltd	✕ Tr. Exp. (9.98)	6	48-79-132 19-31-52	107 42	375 2200	Harland & Wolff Belfast 1891	.....	✕	2 CD	3.96 13-0	5.18 17-0	12	18.30 197	561 6036	12.66 180 127-180	Harland & Wolff Belfast 1891	Ld. 01 v.c. 99																					
70	H. C. Christensen	✕ Comp. (5.03)	2	64-112 25.2-44 PS. 6.07	69 27.2	90 420	Burmeister & Wain Copenhagen 1891	N-C. 6.07	✕	2 C	2.90 9-6	2.74 9-0	4	4.82 52	5.62 80	.....	Burmeister & Wain Copenhagen 1891	Cph. 5.06 v.c. 03																					
71	Cie de Navigation Pan- hellénique	Comp. (1.05)	2	58-112 23-44 PS. 1.07	76 30	75 350 72	North Eastern Eng. Co Sunderland 1879	Pir. 1.07	•	1 C	3.60 11-10	3.22 10-7	2	3.34 36	120 1290	4.2 60 3.1-45	North Eastern Eng. Co Sunderland 1879	Pir. 1.07 v. c. 1.05 p.c. 1.07																					
72	Eastern Carrying, Insu- rance, Storing & War- rant Co	✕ Tr. Exp. (4.97)	6	29-46-76 11.5-18-30	51 20	110 550 134	Ross & Duncan Glasgow 1897	.....	✕	2 C	3.05 10-0	3.14 10-4	4	6.31 68	173 1860	12 170	Ross & Duncan Glasgow 1897	N-C. 97																					



## ESP

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG — NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH — IN FEET & INCHES	BREADTH — IN FEET & INCHES	DEPTH — IN FEET & INCHES	FREE BOARD — SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND							T.	R.										
	DATE OF TERM			U.	U.														
	1	2	3	4	5	6		7	8										
.	73	ERIK (ex-Princess-Jessie, Adamson. (9.05))	I	3/3, P	1.1.	2 m	348 173	Sds	90 V.05	90	Grangemouth	A; h $\dot{e}$ l: 4 comp; welldeck; $\frac{1}{2}$ D. 24m08; R. 3m35; G. 7m32; (WB. C. A. 46 t; C. A. 14 t.); rp. 05; car. 12.06.	45.72 150-0	7.04 23-1	2.86 9-5	.....	Sternö Asarum	Rd. 12.06	
✝	74	ERINDRING, Nielsen. (4.06)	I P.R.	3/3, G A.&C.P.	1.1.	Glt	1229 760 954	Dan	01 V.06	01	Burmeister & Wain Copenhagen	A; h $\dot{e}$ l: 5 comp; $\frac{1}{2}$ D. 24m38; R. 17m68; G. 9m20; (WB. cell. 360 t.; C. A. 50 t.); 1 p. A; rp-car. 5.07.	69.97 229-7	11.17 36-7	4.34 14-2	$\frac{19}{21}$ $\frac{24}{24}$	Marstal	Ch. 5.07	
✝	75	ERIVAN, Gaukema. 95-02 (12.05) Petrol. in bulk.	II	3/3, L	1.1.	G3m 2 P-T	2394 1631 2285	Blg	93 V.05	93	Palmer's Shipbs & Iron Co Ltd Howden	A-F; h $\dot{e}$ l: 13 comp; R. 6m71; G. 10m36; (WB. C. A. R. 16 t.; E. & B. 107 t; C. A. 87 t.); 1 p. A; 1 p. F; rp. 05; car. 8.07.	86.91 285-2	11.76 35-7	7.93 26-0	.....	Auvers	N-C. 8.07	
.	76	ERLING, Carlsen. (3.06)	II	3/3, R	1.1.	2 m	39 12 36	Nrw	97 0.06	97	Bodö Skibsvaerft Bodö	A-P; ch. frg; h $\dot{e}$ l: 2 comp; sfb; rp- car. 88. 3.06.	20.90 68-9	3.96 13-0	2.20 7-6	.....	Christiansund (N.)	Brg. 3.06	
✝	77	ERMACK, Fachlmann. ELECTR. (1.01) Ice breaker.	I P.R.	—	—	—	5226 1877 2900	Rss	99 V.01	99	Sir W. G. Armstrong, Whitworth & Co Ltd Low-Walker	A; 4 h $\dot{e}$ l; 10 comp; (WB. cell. 1074 t.; C. A. 290 t.; C. A. R. 214 t.); 1 p. A. 1 p. PP; grp-car. 11.05.	85.80 281-6	21.64 71-0	11.93 39-2	==	St Petersburg	N-C. 05	
✝	78	ERNST, Persson. (6.05)	II	3/3, G A.&C.P.	1.1.	2 m	472 287 345	Sds	05	05	Mekaniska Werksted Porsgrund	A; h $\dot{e}$ l: 5 comp; $\frac{1}{2}$ D. 17m17; R. 11m12; G. 5m94; (WB. cell. 131 t.; C. A. R. 34 t.); car. 12.05.	45.72 150-0	8.05 26-5	3.65 12-0	.....	Limhamn	Lbk 05	
✝	79	EROS, Horst. (4.04) ELECTR. 98-04	I	3/3, G A.&C.P.	1.1	Glt	444 251	Rss	92 III-04	92	P. Larsson Thorskog	A; h $\dot{e}$ l: 5 comp; $\frac{1}{2}$ D. 11m80; R. 9m70; G. 5m60; (W. T. M. 105 t.; C. A. 25 t. C. A. R. 10 t.); 1 p. P; rp. 04; car. 4.07.	44.80 147-0	7.62 25-0	4.06 13-4	.....	Riga	Riga 4.07	
✝	80	ESCAUT, Hertwig. (6.07)	I	3/3, L A.&C.P.	1.1.	Glt	1143 832 1006	Blg	95 V.07	95	Howaldtswerke Kiel	A; h $\dot{e}$ l: 5 comp; spard; G. 7m50; R. 10m50; (WB. 211 t.; $\frac{1}{2}$ p. A; 1 $\frac{1}{2}$ p. S; rp. 07; car. 6.07.	65.20 213-1	9.40 30-10	6.55 21-6	$\frac{62.0}{64.0}$ $\frac{67.0}{67.0}$	Anvers	Av. 6.07	
✝	81	ESPAGNE, Payan. (6.04) 86-95	I	3/3, L A.&C.P.	1.1.	G3m 3 P-S	2052 2478	Frç	91 V.04	91	Soc. an. des Forges & Chantiers de la Méditerranée La Seyne	A; h $\dot{e}$ l: 8 comp; spard; R. A. 5m40; R. 32m70; R. A. 11m70; (WB. A. R. 200 t.); 3 p. A; car. 11.06; rp. 04.	121.57 398-11	12.79 42-0	9.27 22-5	.....	Marseille	Mrs. 11.06	
✝	82	ESPAÑA, Stewart. (7.07) Drague.	I	3/3, R A.&C.P.	1.1.	.....	258 145 258	Esp	07	07	W. Simons & Co Ltd Renfrew	A; h $\dot{e}$ l: 6 comp; 1 p. A.	41.47 136-1	8.25 27-1	2.80 9-2	$\frac{27}{28}$ $\frac{30}{30}$	Bilbao	Glsq. 7.07	
✝	83	ESPÉRANCE, Guérin. Chalutier. (11.00)	I	—	—	Glt	130 2	Frç	00	00	Sté de Constructions mécaniques Boulogne s/Mer	A; h $\dot{e}$ l: 6 comp; (WB. 7 t.); rp-car. 4.03	27.26 89-6	6.02 19-9	3.32 10-11	.....	Treport	Dp. 03	
✝	84	ESPÉRANCE, Vesque. Chalutier. (8.97) (3/3, P. 1.1.)	43	...	...	2 m	97 4 66	Frç	97	97	P. Coruo Dieppe	Or-II-C-S; h $\dot{e}$ l; ch. frg; sfb.	26.19 86-1	6.05 19-10	3.07 10-1	.....	Trouville	Dp. 97	

N. B. - The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES					BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY	
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS				SHELL Diamet.   Length — IN METERS IN FEET AND INCHES 31 32	Furnaces NUMBER — square surface in sq. meters in sq. feet 33 34 35	PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches													
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
73	A. K. Fernström	.	Comp. (9.05)	2	51 - 102 20 - 40	76 30	65 260 80	Hutson & Corbett Glasgow 1890	Grh. 9.05	.	1 C	3.70 12-2	3.15 10-4	2	3.45 37	108 1160	5.2 75 5-70	.....	Grh. 9.05 v.c. 9.05 P.C. 9.05
74	H. C. Christensen	✦	Tr. Exp. (4.06)	3	41 - 66 - 114 16 - 26 - 45 PS. 5.07	76 30	600 98	Burmeister & Wain Copenhagen 1901	Cph. 5.07	✦	2 C	3.15 10-4	3.20 10-6	4	5.30 57	197 2134	12.3 175	Burmeister & Wain Copenhagen 1901	N-C. 4.06 v.c. 4.06
75	Société Anonyme d'Ar- mement, d'Industrie & de Commerce	✦	Tr. Exp. (8.05)	3	57-93-152 22.5-36.5-60 PS.n.03; v. 8 07	107 42	225 1200 75	Palmers Shipbg & Iron Co Ltd Jarrow o/T. 1893	N-C. 8.07	✦	2 C	4.27 14-0	3.05 10-0	6	9.38 101	332 3580	11.2 160 5.6-80	Palmers Shipbg & Iron Co Ltd Jarrow o/T. 1893	N-C. 8.07 P.C. 8.07 v.c. 05
76	Hans Søbstad Brems- naes	.	Comp. (3.06)	2	18 - 41 7-16 PS. n.3.06	25 10	13 65 117	L. Hermadsen Bergen 1899	Brg. 3.06	.	1 C	1.83 6-0	2.03 6-7	1	0.75 8	27 292	9.1 130	Sandbrogadens Mek. Werkst. Bergen 1906	Brg. 3.06 v.c. 3.06
77	Gouvernement Impérial de Russie	✦	Tr. Exp. (1.01)	12	65 - 100 - 162 25.5 - 39.5 - 64	107 42	1500 10000 110	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1899	.....	✦	6 C	4.57 15-0	6.18 20-3	36	74.32 800	2564 27600	11.2 160	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1899	N-C. 01 v.c. 01
78	Edv. Persson	✦	Comp. (6.05)	2	34 - 74 13.5 - 29	60 23.5	52 350 127	Mekaniska Werk- sted Porsgrund 1905	Chrt. 6.05	✦	1 C	3.17 10-5	2.44 8-0	2	2.60 28	83 894	11.2 160 5-70	Mekaniska Werk- sted Porsgrund 1905	Chrt. 6.05
79	C. F. Galnbaeck	.	Comp. (4.04)	2	46 - 76 18 - 30 PS. 5.05	56 22	70 300	Thorskogs Mek. Verkstad Thorskog 1892	Riga 4.07	✦	1 C	2.92 9-7	2.82 9-3	2	3.00 32.5	83 894	8.4 120	Bolderaa Maschi- nen Fabrik Riga 1905	Riga 4.06 P.C. 4.06 v.c. 04
80	Adolf Deppe	✦	Tr. Exp. (6.07)	3	37 - 58 - 96 15 - 23 - 38 PS. n.05; v. 6.07	55 22	500 130	Howaldtswerke Kiel 1895	Av. 6.07	✦	2 C	2.75 9-0	2.69 8-1	4	5.30 57	171 1835	12.5 177	Howaldtswerke Kiel 1895	Av. 6.07 v.c. 6.07
81	Société Générale de transports maritimes à vapeur	✦	Tr. Exp. (6.04)	3	82 - 130 - 209 32.3 - 51 - 82 PS. 7.06	125 49.2	700 2800 70	Forges & Chantiers Marseille 1891	Mrs. 7.06	✦	4 C	4.25 13-9	3.20 10-6	12	29.28 326	803 8644	10.5 150 5.5-78	Forges & Chantiers La Seyne 1904	Mrs. 04 v.c. 04 P.C. 04
82	Junta del Puerto de Bilbao	✦	Comp. (7.07)	2	38 - 76 15 - 30	59 21	37 300 150	W. Simons & Co Ltd Renfrew 1907	Glsq. 7.07	✦	1 C	3.12 10-3	2.60 8-6	2	2.97 32	82 884	8.4 120	W. Simons & Co Ltd Renfrew 1907	Glsq. 7.07
83	Alexis Gournay-Bour- gain	✦	Tr. Exp. (11.00)	3	25 - 40 - 66 10 - 16 - 26 PS. 4. 03	51 20	250 125	Stéde Constructions Mécaniques Boulogne s/M. 1900	.....	✦	1 C	3.02 9-11	3.00 9-10	2	2.90 31	85.50 919	12 170	Caillard & Co Le Havre 1901	Dp. 03
84	Jarry & Co	✦	Comp. (9.97)	2	41 - 76 16.2 - 30	56 22	40 200 115	Dubus & Dupont Le Havre 1897	.....	✦	1 C	2.90 9-6	3.12 10-3	2	3.25 35	83 892	6 85	Dubus & Dupont Le Havre 1897	Hv. 97

SURVEILLANCE SPECIAL	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATERIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	FRANC BORD HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE							
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							PORT DE CONSTRUCTION				COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES EN PIEDS & POUCES														
	1	2	3	4	5	6		7	8			9	10	11	12							13	14	15	16	17	18	
	85	ESPERANZA ( <i>ex-Toward</i> ), <i>Jeroianni.</i> (3.04)	I	3/3, M	1.1.	2 m 1 P-B	789 365 619	Ang	71	J. G. Lawrie Port-Glasgow	F; <i>hél</i> ; 6 comp; <i>wclldck</i> ; D. 37m00; G. 4m80; car. 6.07.	67.05 220-0	8.70 28-6	4.72 15-6	.....	Liverpool	Alx. 6.07											
✦	86	ETELKA, <i>Glasar.</i> (5.06) <i>ELECTR.</i> 76-03 <i>Petrol. in bulk</i>	II	3/3, L A.&C.P.	1.1.	Glt 2 P-T	2370 1496 2206	Aut	92	Sir W. G. Armstrong Mitchell & Co Newcastle o/Tyne	A-F; <i>hél</i> ; 13 comp; R. 6m71; G. 10m97; (WB. E. B. 119 t; C. A. 93 t; 1 p. A; 1 p. F; rp-car. 7.07.	88.08 289-0	11.37 37-4	8.0 26-3	.....	Fiume	Gn. 7.07											
✦	87	ETHELWYNNE, <i>Drake.</i> <i>Turret.</i> 87-04 (5.04)	I	3/3, L A.&C.P.	1.1.	2 m 1 P-B	3230 2067 2684	Ang	04	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; D. 7m08; G. 11m10; (WB. cell. 812 t; C. A. 10 t.); car. 7.06.	101.22 332-1	14.20 46-7	6.74 22-1	123 1/2 127 1/2	Whitby	Card. 8.06											
✦	88	ETTERBEEK, <i>Focquier.</i> <i>Remorqueur.</i> (3.05)	I	3/3, I	1.1.	1 m	49 1915	Belg	00	Vandamme frères & Adam Baesrode	A-F; <i>hél</i> ; 4 comp; 1 p. F; car. 3.05.	19.80 65-0	4.30 14-1	2.07 6-10	.....	Bruxelles	Bix. 3.05											
✦	89	EUGÈNE-PEREIRE, <i>ELECTR. Cazalis.</i> (8.04) 94-03	II	3/3, M A.&C.P.	1.1.	Glt 3 P-S	2015 819 1957	Frç	88	Chantiers & Ateliers de Penhoët St-Nazaire	A; <i>hél</i> ; 9 comp; <i>spard</i> ; R. R. 22m95; R. 5m80; R. A. 37m75; G. 14m; 2 p. A; 1 p. PP; rp. 06; car. 3.07.	102.6 336-8	10.7 35-0	7.29 23-11 16-5	.....	Marseille	Mrs. 3.07											
✦	90	EUGÉNIE, <i>Blondel.</i> <i>Chalutier.</i> (4.07)	I	3/3, P A.&C.P.	1.1.	Glt	96 11 95	Frç	93	Lobnitz & Co Renfrew	A; <i>hél</i> ; 6 comp; 1 p. PP; rp-car. 4.07.	25.00 82-0	5.82 19-1	3.05 10-0	.....	Dieppe	Dp. 4.07											
	91	EUPHRATE, <i>Bru.</i> (11.05) <i>ELECTR.</i>	I	3/3, L	1.1.	2 m 3 P-S	6876 1123 6121	Frç	05	Messageries Mari- times La Ciotat	A; 2 <i>hél</i> ; 8 comp; <i>spard</i> ; D. 19m50; R. 7m20; R. C. 41m; G. 16m40; (WB. 693 t; <i>cale</i> 821 t.); 3 p. A.	140.25 448-0	16.03 52-7	9.93 32-7	.....	Marseille	Mrs. 11.05											
✦	92	EUPHRATE, <i>Tcheloff.</i> (10.06)	II	3/3, L A.&C.P.	1.1.	2 m 2 P-B-S	3046 2027	Rss	06	Usines Newsky Saint-Peterbourg	A; <i>hél</i> ; 8 comp; <i>spard</i> ; D. 12.20; R. 5m50, 29m25 & 5m50; G. 14m0; (WB. 389 t.); 1 p. A.	100.17 328-0	13.10 43-0	6.95 22-9	49 53 55	Odessa	Pth. 11.06											
✦	93	EUREKA, <i>Golightly.</i> <i>ELECTR.</i> (2.04)	I	3/3, L	1.1.	2 m 1 P-B	2122 1399	Amr	99	Cleveland Shipbuild- ing Co Lorain	A; <i>hél</i> ; 4 comp; R. R; G. (WB. cell.); rp-car. 3.07.	72.35 237-5	12.80 42-0	7.10 23-4	.....	Seattle	Tcm. 3.07											
✦	94	EUROPA, <i>Guderwer.</i> (5.05) 88-96	I	3/3, L A.&C.P.	1.1.	Glt 2 P	1458 923 1353	Alm	79	C. Mitchell & Co Low-Walker	F; <i>hél</i> ; 5 comp; D. 7m30; G. 9m75; R. 12 t; WB. <i>cale</i> R. 94 t.; 1/2 p. F; 1 p. P; grp. 86; rp. 06; car. 7.07.	79.27 260-1	10.27 33-7	6.77 22-2	50.0 53.0 55.0	Hamburg	Hbg 7.07											
✦	95	EUROPA, <i>Hansen.</i> (11.06)	I	3/3, I A.&C.P.	1.1.	2 m	1666 1056 1157	Dan	06	Howaldtswerke Kiel	A; <i>hél</i> ; 5 comp; 1/2 D. 25m83; R. 32m30; G. 9m15; (WB. cell. 418 t; C. A. 23t; C. A. 35 t.).	73.13 240-0	10.97 36-0	5.11 16-9	13 1/2 16 1/2 18 1/2	Copenhague	Kiel 11.06											
✦	96	EUROPE, <i>Agan.</i> (4.06) <i>ELECTR.</i> 84-06	I	3/3, L A.&C.P.	1.1.	2 m 2 P-B	1755 2893 3292	Frç	06	Chantiers de la Loire St-Nazaire	A. 2 <i>hél</i> ; 11 comp; <i>wclld</i> ; D. 81m60; R. 12m60, 11m80 & 52m; G. 11m80; (WB. cell. 620; C. A. 150 t; C. A. 50 t.); 2 p. A; car. 2.07.	112.53 369-3	14.00 42-7	7.20 23-8	.....	Le Havre	Hv. 2.07											

N. B. Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES		
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Forc.indi. usé	Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		surf.de grille en mèt.carr. en pès.carr.	surf.de chauffe en mèt.carrés en pès.carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION			
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES									Diamèt.   Long.		NOMBRE								
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
85	Asia-Minor SS. Co	•	Comp. (3.04)	2	60 - 133 27 - 52.5 PS.5.06	91 36 600 58	120	Blackwood & Gordon Glasgow 1872	Alx. 6.07	•	2 C	3.60 11-10	3.07 10-1	4	8.00 83 1700	158 75 6.3-90	5.2	Barkley Curle & Co Glasgow 1890	Alx. 6.07 P.C.6.07 v.c.04						
86	Photogen Societa Anonima di trasporto	✠	Tr. Exp. (5.06)	3	56 - 91.4 - 150 22 - 36 - 59 PS.n.03;v.9.06	99 39 1200 72	250	N. E. Marine Engineering Co Ltd Newcastle 1892	Gn. 7.07	✠	2 C	4.20 13-9	3.05 10-0	6	9.58 103 3350	311 160 7-100	11.2	N. E. Marine Engineering Co Ltd Newcastle 1892	Gn. 7.07 v.c.5.06 P.C.5.06						
87	The Harrowing Steamship Co Ltd	✠	Tr. Exp. (5.04)	3	61 - 99 - 162 24 - 39 - 64	107 42 1250 65	287	W. Doxford & Sons Ltd Sunderland 1904	N-C. 04	✠	2 C	4.80 15-9	3.20 10-6	6	9.60 103 4694	436 160 5.6-80	11.2	W. Doxford & Sons Ltd Sunderland 1904	N-C. 04						
88	Soc. Anon. du Canal et des Installations maritimes	•	Comp. (3.05)	2	25 - 45 10 - 18 PS.n.3.05	30 12 95 175		H. Longtin & Le Hardy de Beaulieu Jette-St-Pierre 1900	Brx.3.05	✠	1 C	2.30 7-7	2.80 9-2	1	1.50 16 537	50 142	10	A. F. Smulders Grâce-Berleur 1900	Brx.3.05 v.c.3.05						
89	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (8.03)	3	80 - 124 - 200 31.5 - 48.7 - 79 PS.4.05	124 48.7 3400 85	850	Cie Gle Transatlantique St-Nazaire 1888	Mrs.4.06	✠	4 C	4.10 13-6	3.20 10-6	12	17.16 185 7040	655 142 5-71	10	Cie Gle Transatlantique St-Nazaire 1898	Mrs.4.06 v.c.03						
90	Gaston Vallée	✠	Comp. (4.07)	2	33 - 61 13 - 24 PS.n.12.02	46 18 150	25	Lobnitz & Co Glasgow 1893	Dp. 4.07	✠	1 C	2.89 9-6	2.74 9-0	2	2.79 30		7.3 105	Lobnitz & Co Glasgow 1893	Dp. 4.07 v.c.4.07						
91	Messageries Maritimes	•	2Tr. Exp. (11.05)	6	68 - 100 - 160 27 - 39 - 63	120 47.5 3500 85	875	Forges & Chantiers Marseilles 1905	Mrs. 11.05	•	3 CD	2x4.10 13-6 1x3.50 11-6	5.63 18-6	16	30.57 329 9721	904 135 7-100	9.5	Forges & Chantiers La Seyne 1905	Mrs. 11.05						
92	Cie Russe de Navigation & de Commerce	✠	Triple (10.06)	3	60 - 90 - 143 23.5-35.5-56.5	102 40 2000 100		Usines Newsky St-Petersbourg 1906	Ptb 11.06	✠	2 C	4.38 14-3	3.40 11-2	6	10.66 114 4527	421 180 6.3-90	12.6	Usines Newsky St-Petersbourg 1906	Ptb. 11.06						
93	Globe Navigation Co	•	Tr. Exp. (2.04)	3	47 - 80 - 130 18.5 - 31.5 - 51 PS.n.10.06	91 36 1000 85		ClevelandShipbuilding Co Cleveland 1899	Tcm. 10.06	•	2 C	3.35 11-0	3.66 12-0	4	7.44 80 2642	246 170	12	ClevelandShipbuilding Co Cleveland 1899	Tcm. 10.06 P.C.10.06 v.c.04						
94	J. H. A. Dabelstein	•	Comp. (5.05)	2	81 - 152 32 - 60 PS.n.05;v.7.07	99 39 750	160	Blair & Co Stockton o/T 1879	Hbg 7.07	✠	2 C	3.72 12-3	3.00 9-10	6	8.08 87		5.35 76	Blair & Co Stockton o/T. 1879	Hbg 5.05 v.c.5.05						
95	Dampskibs-Selskabet « Europa » (A. Christensen & Co)	✠	Triple (11.06)	3	43 - 67 - 107 17 - 26.5 - 42	75 29.5 600 90		Howaldtswerke Kiel 1906	Kiel 11.06	✠	2 C	3.35 11-0	3.03 9-11	4	6.72 72 2376	221 178	12.5	Howaldtswerke Kiel 1906	Kiel 11.06						
96	Chargeurs Réunis	✠	2Triple (4.06)	6	54 - 89 - 148 21-35-58.5	106 41.5 4200 100	1050	Ateliers de la Loire Nantes 1906	Hv. 2.07	•	4 C	4.37 14-4	3.32 10-11	12	21.16 228 9269	862 200	14	Ateliers de la Loire Nantes 1906	Hv. 2.07						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	PORT OF BUILDING	MATERIALS			LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY			
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.					PROPPELLER	WATERTIGHT COMPARTMENTS	ERECTOR ON DECK							WATERBALLAST, DECK REPAIRS		
	DATE OF TERM						U.	W.N.A.															SUMMER	WINTER
	1	2	3				4																	
+	97	EUTERPE, de Boer.	(8.03)	■	3/3, L	1.1.	2m	897	P.B	63	Rykee & Co	A; hél; 5 comp; ½ D. 21m64; G. 6m71; R. 14m02; (WB. cell. 250 t.); 1 p. A; car. 6.06.	64.62	9.30	4.72	.....	Amsterdam	Am. 6.06						
				P. R.	A.&C.P.		2 P	676			Rottordam		212-0	30-6	15-6									
+	98	EVELYN, Mackay.	(11.05)	■	3/3, R	1.1.	1m	72	Ang	05	Montrose Shiph. Co	A; hél; 5 comp; 1 p. A.	21.34	5.18	3.05	28	London	Glsq. 3.06						
		94-06			A.&C.P.			12			Montrose		70-0	17-0	10-0	30								
		Remorqueur.						65																
+	99	EXCELSIOR, Courtin.	(3.06)	■	3/3, L	1.1.	G 3m	3710	Alm	94	Cie Vulcan	A; hél; 14 comp; D. 26m; R. 7m90; G. 10m42; (WB. E. & B. 89 t; C.A. 80 t; C.R. 14t.); 3 p.A; rp-car. 3.06.	103.02	13.31	9.70	.....	Hamburg	Hbg 3.06						
		ELECTR.			A.&C.P.		3 P-T	2361	11106		Stettin		338-0	43-9	31-10									
		Petrol. in bulk.						3322																

Exc

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION						
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches				Diamet.	Length										
																IN METERS IN FEET AND INCHES	NUMBER grate surface in sq. meters in sq. feet heating surface in sq. meters in sq. feet				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
97 Koninklijke Neder- landsche Stoomboot Maatschappij	✠	Tr. Exp. (8.03)	3	38 - 64 - 102 15 - 25 - 40	91 36	510 80		Mij voor Scheeps- bouw Rotterdam 1903	.....	✠	1 C	4.27 14-0	3.12 10-3	3 58	5.39 1960	11.2 160 5.6-80	Mij voor Scheeps- bouw Rotterdam 1903	Rd. 03			
98 J. Constant	✠	Comp. (11.05)	2	33 - 66 13-26	46 18	60 ... 120		Clyne Mitchell & Co Ld Aberdeen 1905	Glsq. 11.05	✠	1 C	2.74 9-0	2.89 9-6	3 25 35	52 560	9.1 130	Ewing & Lawson Ld Glasgow 1905	Glsq. 11.05			
99 Deutsch-Amerikanische Petroleum-Gesell- schaft	✠	Tr. Exp. (3.06)	3	61 - 102 - 163 24 - 40 - 64 PS.n. 3.06	125 49	460 1850 80		Cie Vulcan Stettin 1894	Hbg 3.06	✠	2 CD	3.95 13-0	5.46 17-11	8 181	16.80 6501	11.2 160 11.2-160	Cie Vulcan Stettin 1894	Hbg 3.06 P.C. 3.06 v.c. 3.06			

FAY

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉEMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRANC BORD ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINÉ & DE SON COMMANDEMENT ACTUEL — DATE DU TERME					T.		R.														
	1	2	3	4	5	6		8	9				10	12								
✠	1	F.-B.-SQUIRE, . . . . ELECTR. (1.04)	I	3/3, Lakes	1.1.	2 m 1 P-B	4582 3694	Amr	03	Jenks Shipb. Co Port-Huron	A; hél; 4 comp; (WB. cell.).				121.96 410-0	15.24 50-0	7.16 23-6	.....	Fairport	Clv. 0		
.	2	F.-BISCHOFF (ex-Potaro), . . . . . (1.01)	I	—	—	Glt 1 P-B	1145 718 882	Alm	79 V.01	E. Withy & Co Hartlepool	F; hél; 5 comp; 1 D. 25m60; R. R. 11m88; R. 17m98; G. 9m14; (WB. 208 t.); 1 p. F. rp-car. 1.01.				70.10 230-0	9.77 31-5	5.28. 17-4	.....	Bremen	Wes. 01		
✠	3	F.-PLEGUEZUELO (ex-Van- Riebeeck), Landa (3.98) ELECTR.	I	—	—	Glt 2 P-H	664 434	Amr	90 V.98	J. & K. Smit Kinderdijk	A; hél; 5 comp; axwingd; 1 p. T; 1 p. PP; (WB. C. A. 23 t.); rp-car. 5.00.				50.80 166-8	8.23 27-0	3.17 10-5	.....	Manille	Btv. 00		
✠	4	FAIRPORT, Greig. (10.06) Turrit.	I	3/3, L A.&C.P.	1.1.	2 m	3838 2433 3131	Ang	90	W. Doxford & Sons Ld Sunderland	A; hél; 6 comp; D. 9m70; G. 9m32 (WB. cell. 1016 t.; C. R. 23 t.); 1 p. A.				106.77 350-4	15.26 50 1	6.84 22-5	129 1/2 134	Newcastle- on-Tyne	N-C. 10.06		
.	5	FALKE, Röver. (4.98)	I P. R.	—	—	Glt 1 P-B	1025 607 736	Alm	94 V.98	vorm. Möller & Hol- berg Stettin	A; hél; 7 comp; weld; D. 42m39; G. 7m20; (WB. E. & B. 81 t.; C. A. 21 t.; C. R. 12 t.); 1 p. F; rp-car. 3.00.				65.00 213-3	9.14 30-0	5.40 17-9	.....	Bremen	Wes. 00		
✠	6	FALKENSTEIN, Meyer. Trawler. (5.06)	I P. R.	3/3, G A.&C.P.	1.1.	Glt	178 31 161	Alm	97 V.06	J. W. Klawitter Danzig	A; hél; 5 comp; R. 12m; (WB. A. 12 t.); rp 05; car. 5.07.				33.53 110-0	6.38 20-11	3.68 12-1	....	Altona	Hbg 5.07		
✠	7	FALSTER, Andren. (5.06) — 03	I P. R.	3/3, G A.&C.P.	1.1.	2 m	578 392	Sds	02 V.06	Helsingborgs Varfs Aktiebolag. Helsingborg	A; hél; 5 comp; 1 D. 17m40; R. 12m80; G. 5m20; (WB. 161 t.); C. R. 23 t.; rp-car. 4.07.				50.00 164-9	8.54 28 0	4.12 13-6	.....	Kristinehamn	Got. 4.07		
✠	8	FAMAGUSTA, Meados. Drague. (8.03)	I	3/3, R	1.1.	1 m	722 399 711	Ang	03	J. & K. Smit Kinderdijk	A; 2 hél; 12 comp.				59.43 195-0	9.75 32 0	4.17 14 0	.....	London	Rd. 0		
✠	9	FANAGORIA, . . . . (10.96) ELECTR. Porteur.	I	—	—	1 m	367 1426	Rss	96	Werf Conrad Haarlem	A; hél; 8 comp; 1 p. PP.				45.00 147-8	7.70 25 4	3.50 11 6	.....	St-Petersburg	Am. 96		
✠	10	FARMATYR, Nielsen. (6.06)	I P. R.	3/3, G A.&C.P.	1.1.	2 m	890 11.7	Dan	06	Howaldtswerke Kiel	A; hél; 5 comp; 1 D. 26m23; R. 18m30; G. 9m10; (WB. cell. 118 t.; C. R. 23 t.; C. A. 35 t.); rp. 07.				73.15 240 0	10.97 36-0	5.11 16-9	20 22 1/2 25	Copenhagen	N-C. 1.07		
.	11	FAWN, Robertson. (8.07)	I	3/3, P	1.1.	Glt	82 30 75	Ang	09 III.07	Schweffel & Howaldt Kiel	A-F; hél; 4 comp; 1 p. P; rp-car. 7.07.				27.73 91-0	5.18 17-0	2.60 8-6	.....	Kirkwall	Elsg. 8.07		
.	12	FAYOUM, Seely. (11.05)	I	3/3, M	1.1.	3 m 3 P-A	1642 939	Ang	re.04 V.05	Samuda Bros Londres	F; 2 hél; 5 comp; shadedeck; grp. 00; rp-car. 11.05.				86.70 284-6	10.29 33-10	6.45 21-2	.....	Londres	Alx. 11.05		

N.B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIERES										DATE DE VISITE DES CHAUDIERES
			TYPE	DATE DU CERTIFICAT	NOMBRE	DIAMETRES — EN CENTIMETRES EN POUCES	COURSE des pistons cent. pouces	Force nominale à l'arbre Nbre de tours	CONSTRUCTEURS — LIEU & ANNEE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE Diamèt.   Long. — EN METRES EN PIEDS ET POUCES	FOYERS NOMBRE sur grille en nat. car. en nat. car.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNEE de CONSTRUCTION						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
1	Maek Steamship Co	✠	Tr. Exp. (1.04)	3	58-97-160 23-38-63	102 40	1300 85	Jenks Shipp. Co Port-Huron 1903	Clv. 04	✠	3 C	3.80 12-6	3.66 12-0	9 175		12.6 180	Jenks Shipp. Co Port-Huron 1903	Clv. 04					
2	Dampfschiffahrts-Ge- sellschaft « Argo »	.	Comp. (1.01)	2	71-135 28-53	84 33	120 480 64	T. Richardson & Sons Hartlepool 1879	.....	.	1 C	4.18 13-9	3.11 10-2	3 53	5.00 1851	5.0 70 7-100	Act.-Ges. Weser Bremen 1903	Wes. 03 v.c.01					
3	Compañia Maritima	✠	Tr. Exp. (3.98)	3	39-62-102 15.3-21.3-40	91.4 36	110 550	Nederl. Stoomboot Maatschappij Rotterdam 1890	.....	✠	1 C	4.20 13-9	3.23 10-7	3 59	4.48 160	11.2 160	Nederl. Stoomboot Maatschappij Rotterdam 1890	Btv. 00 v.c.98					
4	Port Steamship Co Ltd (John Coull)	✠	Tr. Exp. (8.06)	3	63-104-168 23-41-66	114 45	316 1450 66	W. Doxford & Sons Ltd Sunderland 1906	N-C.8.06	✠	2 C	4.95 16-3	3.35 11-0	6 122	11.40 5052	11.2 160	W. Doxford & Sons Ltd Sunderland 1906	N-C.8.06					
5	Dampfschiffahrts-Ge- sellschaft « Argo »	.	Tr. Exp. (7.98)	3	43-70-110 17-27.5-43	80 31.5	160 650 88	Vorm.Möller & Hol- berg Stettin 1894	.....	.	2 C	3.15 10-4	3.15 10-4	4 67	6.20 2176	11.0 136 11-156	Vorm.Möller & Hol- berg Stettin 1894	Wes. 98 v. c.98					
6	Joh.Thole & N. Ebeling	✠	Comp. (5.06)	2	44-80 17.3-31.5 PS.n. 5.07	50 19.6	352 130	F. W. Klawitter Danzig 1897	Hbg 5.07	✠	1 C	3.20 10-6	2.43 8-0	2 30	2.80 1157	8 112	F. W. Klawitter Danzig 1897	Hbg 5.06 v. c. 5.06					
7	ÅngfartygsAktiebolaget « Fern » (A. Broström & Co)	✠	Comp. (5.06)	2	43-89 17-35 PS. 4.07	67 26.5	70 330 120	Helsingborg Varfs Aktiebolaget Helsingborg 1901	Got. 4.07	✠	1 C	3.55 11-8	2.84 9-4	2 40	3.72 1290	8.8 125 6.3-90	Helsingborgs Varfs Aktiebolaget Helsingborg 1901	Got. 5.06 p.c. 5.06 v. c. 5.06					
8	C. J. Wills	✠	2 Comp (8.03)	4	32-64 12.5-25	46 18	200 165	Machine fabriek Kinderdijk 1903	.....	✠	1 C	4.27 14-0	3.05 10-0	3 29	5.39 1810	7 100	Machine fabriek Kinderdijk 1903	Rd. 03					
9	Gouvernement Impérial de Russie	✠	Comp. (10.96)	2	33-53 13-21	45 17.5	35 180 180	Gebr. Stork & Co Hengelo 1896	.....	✠	1 C	2.60 8-6	2.90 9-6	2 37	3.42 753	6.3 90	Gebr. Stork & Co Hengelo 1896	Am. 96					
10	Dampskibs-Selskabet « Gefion » (Holm & Wonsild)	✠	Triple (6.06)	3	42-68-107 16.5-27-42	75 29.5	600 90	Höwaldtswerke Kiel 1906	Kiel 6.06	✠	2 C	3.35 11-0	3.03 9-11	4 72	6.72 2377	12.5 178	Ottensener Eisen- werk Altona 1906	Kiel 6.06					
11	Orkney Steam Naviga- tion Co (Ltd) (Geo. Ro- bertson)	.	Comp. (8.07)	2	33-63.5 13-25 PS.7.07	46 18	40 140	Paulin & Sons Newcastle 1889	G.Sq. 8.07	.	1 C	2.90 9-6	2.80 9-3	2 39	3.60 55	4.03 55	J. T. Eltringham & Co South-Shields 1889	Glsq. 8.07 v.c.8.07					
12	Khedivial Mail S. S. & Graving Dock Co Ltd	.	2 Comp. (11.05)	4	66-132 26-52 PS.12.03	91 36	240 1220 70	Day, Summers & Co Southampton 1881 transf. 1900	Aix 11.05	.	3 C	3.66 12-0	2.74 9-0	6 156	14.58 1935	3.5 50 4-57	Khedivial Mail Alexandrie c. 1900	Aix. 11.05 v.c.11.05 p.c.11.05					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS 12	LENGTH IN METERS IN FEET & INCHES 13 14 15	BREADTH IN METERS IN FEET & INCHES 16	DEPTH IN METERS IN FEET & INCHES 17	FREE (BOARD) SUMMER WINTER W.N.A. in inches 18	PORT OF REGISTRY	LAST SURVEY										
	— DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM								T.	R.											U.									
	1	2	3	4	5	6			7	8											9	10	11	12	13	14	15	16	17	18
✠	13	FEDOR-ENBOLD, <i>Hall.</i> <i>ELECTR.</i> <i>Drague.</i> (8.98)	I	—	—	1m	478 211 452	Rss	98	Wm Simons & Co Renfrew	A; 2 <i>hél</i> ; 6 <i>comp</i> ; R. .R. 4m20; G. 6m40.	46.63 153-0	10.08 33-1	3.60 12-1	==	St-Petersburg	Glsq. 98													
✠	14	FEDOR-SOLODOFF, ..... <i>ELECTR.</i> <i>Drague.</i> (11.04)	I	3/3, P	1.1.	1 m	400 100 384	Rss	04	Danubius Budapest	A; <i>hél</i> ; 8 <i>comp</i> ; (WB. .R. 10 t.).	45.00 147-8	8.80 28-10	3.60 11-10	.....	Rostoff-s Don	Bdp. 04													
✠	15	FELISA, <i>Vigil.</i> (9.07)	I	3/3, A A.&c.P.	1.1.	Glt 1 P-B	1045 676 854	Esp	98 V.07	Cia Trasatlantica Cadix	A; <i>hél</i> ; 6 <i>comp</i> ; D. 10m; R. 14m; G. 9m; (WB. <i>cell.</i> 120 t.); rp. 04; car. 9.07.	64.00 210-0	9.72 31-11	5.50 18-0	.....	Cadix	Bib. 9.07													
✠	16	FELIX-FAURE, ..... (9.02)	I	—	—	.....	216 37 165	Frq	96 V.02	E. de la Brosse & Fou- ché Nantos	A; 2 <i>hél</i> ; 6 <i>comp</i> ; R. .R. 13m50; R. 3m85; p. P; grp-car. 9.02.	46.93 154-0	6.85 19-2	2.61 8-7	.....	Rouen	Ru 02													
✠	17	FELIX-TOUACHE, <i>Gout.</i> (5.05)	I	3/3, L A.&c.P.	1.1.	Glt 3 P-S	1444 760 1372	Frq	89 V.05	Wigham, Richardson & Co Low-Walker	A-F; <i>hél</i> ; 5 <i>comp</i> ; <i>spard</i> ; R. 12m80; R.A. 3 t; R. 4m; R. .R. 6m10 & 11m; (WB. <i>cale</i> .A. 40 t; .R. 90 t.); 3 p. PP; grp. 05; rp-car. 5.07.	76.63 251-5	9.80 32-2	5.18 17-0	.....	Marseille	Mrs 5.07													
.	18	FEMERN (ex-Rolf), <i>Borjesson.</i> (5.06) 94-99	II P. R.	3/3, G	1.1.	2 m	592 387 408	Sds	90 V.06	Nylands Werkstad Christiania	F; <i>hél</i> ; 5 <i>comp</i> ; WB. — C. .R. — C. .A.; 1 p. F; rp. 06; car. 5.07.	52.12 171-0	8.23 27-0	3.66 12-0	.....	Gothembourg	Got. 5.07													
✠	19	FENJA, <i>Runstedt.</i> (5.07)	10	3/3, G	1.1.	2 m	377 259 308	Sds	06	O. A. Brodin Gefle	A-C-P; ch. frg; <i>hél</i> ; 4 <i>comp</i> ; R. 11m30; G. 5m; (WB. 45 t.); 1 p. A; car. 10.07.	42.26 138-8	8.23 27-0	3.66 12-0	.....	Gefle	GfJ 0.07													
✠	20	FERDINAND-DE-LESSEPS (ex-Stad-Haariem), <i>Le Berre.</i> (9.04) — 05	I	3/3, L	1.1.	Bq 3 P	2742 1660 2577	Frq	75 V.01	A. & J. Inglis Glasgow	F; <i>hél</i> ; 6 <i>comp</i> ; R. 24m; G. 14m; R. .R. 3m60; 1 p. F; 2 p. P; rp. 04; car. 9.05.	106.7 350-0	11.6 38-1	8.45 27-9	.....	Le Havre	Hv. 8.06													
✠	21	FERDINAND-II-&FRAN- ÇOIS-I, <i>Palvados.</i> (5.01) (3/3, P. 1.1.)	13	...	...	Chl	31 26	Frq	01	Guignardeau Sables-d'Olonne	C-PP; ch. frg; <i>hél</i> ; sfb.	14.81 48-8	5.10 16-9	1.77 5-10	.....	Noirmoutiers	Nt. 01													
✠	22	FICARIA, <i>Thögersen.</i> <i>ELECTR.</i> (10.96)	I P. R.	—	—	Glt 2 P-S	1524 693 1431	Dan	96	Lobnitz & Co Renfrew	A; <i>hél</i> ; 7 <i>comp</i> ; <i>spard</i> ; R. .R. 3m05; R. 5m23; (WB. <i>cell.</i> 93 t; T. A. 280 t; C. A. 22 t; C. R. 35 t.); 1 p. A; 1 p. PP.	82.42 270-5	10.36 34-0	7.13 23-5	==	Copenhagen	Gisg. 96													
.	23	FIDES (ex-Dalmatia), <i>Silari.</i> (3.04)	I	3/3, L	1.1.	Glt 2 P-B	2004 1211 1866	Itl	72 V.03	Jas. Laing Sunderland	F, <i>hél</i> ; 6 <i>comp</i> ; R. .R. 6m; R. 23m; G. 11m70; (WB. E. & B. 150 t.); ½ p. F; 1 ½ p. S; grp. 87; car. 5.07; rp. 07.	91.90 301-6	10.20 33-6	7.65 25-1	.....	Gènes	Gn. 7.07													
✠	24	FIFE, <i>Harrison.</i> (8.07) <i>Turret.</i> 07	I	3/3, L A.&c.P.	1.1.	2 m 1 P-B	3918 2491 3222	Ang	07	W. Donford & Sons Ld Sunderland	A; <i>hél</i> ; 7 <i>comp</i> ; D. 9m75; G. 9m30; WB. <i>cell.</i> 910 t; c. .R. 23 t.; 1 p. A.	106.83 350-6	14.95 49-1	7.32 24-0	137 141½	Newcastle- o/Tyne	N-C. 8.07													

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS						MAKERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY OF BOILERS
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal as indicated in revolutions	SHELL Diamet.   Length — IN METERS IN FEET AND INCHES				FURNACES NUMBER grate surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,						
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches													
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
13	Gouvernement Impérial de Russie	✠	Comp. (7.98)	2	53 - 107 21 - 42	76 30	92 500 89	Wm Simons & Co Renfrew 1898	.....	✠	2 C	3.88 12-9	3.05 10-0	2	3.90 42	144 1551	8.4 120	Wm Simons & Co Renfrew 1898	Glsq. 98
14	Comité pour l'Entretien des Embouchures du Don	✠	Comp. (11.04)	2	40 - 63 16 - 25	40 16	300 110	Danubius Budapest 1904	Bdp. 04	✠	2 C	3.30 10-10	3.25 10-8	2	9.20 99	264 2839	8.5 121	Danubius Budapest 1904	Bdp. 04
15	Rodrigues Cerra & Co	✠	Tr. Exp. (9.07)	3	40.5 - 66 - 109 16 - 26 - 43 PS. 9.07	84 33	92 600	Arsenal Civil Barcelone 1897	Bib. 9.07	✠	1 C	3.07 10-1	4.05 13-4	3	4.94 53		11.2 160	Arsenal Civil Barcelone 1897	Bib. 9.07 v.c. 9.07
16	.....	✠	Tr. Exp. (9.02)	6	26 - 41 - 66 10.2-16 2-26 PS. 9.02	26 10.2	140 560 250	E. de la Brosse & Fouché Nantes 1896	.....	✠	2 R	2.00×2.00×2.17 6-7 × 6-10×7.2		2	6.00 65	212 2280	14 209	E. de la Brosse & Fouché Nantes 1896	Rn 02 v.c. 02
17	Cie de Navigation mixte (F. Touache & Co)	✠	Tr. Exp. (5.05)	3	63.5 - 98 - 165 25 - 38.5 - 65 PS. n. 5.07	107 42	317 1260 75	W. Richardson & Co Low-Walker 1889	Mrs. 5.07	✠	3 C	4.20 14-9	3.07 10 1	9	16 172	503 5407	11 156	Fraissinet & Co Marseille 1899 grp. 05	Mrs. 1.07 v.c. 5.05 p.c. 5.05
18	A. Broström & Co	.	Triple (n. 00)	3	29 - 44 - 79 11.5 - 17.5 - 31	61 24	55 298	Nylands Mek. Werkstad Nyland 1890	Got. 5.06	.	1 C	3.00 9-10	2.74 9-0	2	2.32 25	76 819	11.2 160 7-100	Nylands Mek. Werkstad Nyland 1890	Got. 5.06 p.c. 5.06 v.c. 5.06
19	O. A. Brodin	.	Comp. (4.07)	2	39 - 77 15.5-30.5 PS. 4.07	52 20.5		W. Lindberg Stockholm 1881	Gfl. 10.07	.	1 C	2.74 9-0	2.38 7-10	2	2.42 26	70 753	5.6 80 8-114	W. Lindberg Stockholm 1899	Gfl. 4.07 p.c. 4.07 v.c. 4.07
20	Compagnie Générale Transatlantique (a Paris)	.	Comp. (9.04)	2	127 - 224 50 - 88 PS. 9.04	122 48	500 2000 52	A. & J. Inglis Glasgow 1875	Hv. 8.06	.	4 C	4.20 13-7	2.89 9-6	12	22.44 242	560 6030	5.2 74	Compagnie générale Transatlantique St-Nazaire 1895	Hv. 8.06 v.c. 04
21	Guillet & Izacard	.	Comp. (5.01)	2	15 - 25 6 - 10	21 8	10 40 300	A. Maucour Nantes 1901	.....	.	1 C	1.48 4-10	1.70 5-7	1	0.52 5-55	15 161	9 128	Lebrun & Cormerais Nantes 1901	Nt. 01
22	Det Forenede Damp- skibsselskabet	✠	Tr. Exp. (10.96)	3	64 - 102 - 163 25 - 40 - 64	107 42	265 2000 98	Lobnitz & Co Renfrew 1896	.....	✠	2 CD	4.37 14.4	5.18 17.0	12	22 234	539 5804	12.2 175	Lobnitz & Co Renfrew 1896	Glsq. 96
23	Flli Raimondo & Moli- nari	.	Tr. Exp. (3.03)	2	51 - 80 - 127 20 - 31.5 - 50 PS. 4.06	107 42	800	Blohm & Voss Hamburg 1887	Gn. 7.07	.	2 C	3.50 11-6	3.12 10-3	4	15 161	448 4817	11.2 160 6-85	Blohm & Voss Hamburg 1887	Gn. 7.07 v.c. 03 p.c. 2.05
24	The Dunrobin Shipping Co Ltd (B. J. Suther- land & Co)	✠	Triple (8.07)	3	64 - 104 - 168 25 - 41 - 66	114 45	314 1350 60	W. Duxford & Sons Ltd Sunderland 1907	N-C. 8.07	✠	2 C	5.03 16-6	3.35 11-0	6	10.77 116	475 5108	11.2 160	W. Duxford & Sons Ltd Sunderland 1907	N-C. 8.07

SURVEILLANCE SPECIAL	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT	NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR	LARGEUR	CREUX	FRANC BORD — ETÉ BIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						T.	R.										
	DATE DU TERME						U.											
	1	2	3				4	5										
✠	25	FIN-DE-SIÈCLE, <i>Lemaire</i> . Chalutier. (10.97)	I	—	—	2 m	63 0	Frq	97	E. Lucas & Co Dieppe	A; hél; 4 comp; (WB. N. & R. 10 t.); rp-car. 8.98.	19.80 65-0	5.84 19-2	2.76 9-1	.....	Boulogne- s/Mer	Dp. 98	
.	26	FINGAL, <i>Jönsson</i> . (4.06)	II	3/3, G	1.1.	3 m 1 P-B	962 731 721	Sds	63 V.06	S. & H. Morton & Co Leith	F; hél; 5 comp; D. 41m45; G. 7m93; grp.02;rp-car.4 05.	72.57 238-1	8.63 28-4	5.49 18-0	.....	Solvesborg	Grh. 4.06	
✠	27	FIONIA, <i>Hansen</i> . (5.05) ELECTR. 92-05	I P.R.	3/3, G A.&C.P.	1.1.	2 m	957 586 769	Dan	05	Howaldtswerke Kiel	A; hél; 5 comp; weldeck; 1/3 D.17m80; D. 5m; R. 31m70; R. A. 16m90; G. 7m60; (WB. cell. 353 t.; C. R. 18 t.); rp-car.10.07.	68.58 225-0	10.59 34-9	3.89 12-9	9 11 13	Copenhague	Cph. 10.07	
✠	28	FLAMAND, ..... (8.99)	I	—	—	.....	.....	Frq	99	Claparède Frères Argenteuil	A-F; hél; 5 comp; (WB. C. A. & R.); p. F.	24.00 78-9	5.00 16-5	2.05 6-9	.....	Paris	Paris 99	
✠	29	FLANDRIA, <i>Bode</i> . (4.93)	I	—	—	B-G 2 P	2041 1277 1844	Alm	88 V.93	Reiherstieg Schiffs- werfte Hamburg	A-F; hél; 7 comp; D. 15m30; G. 14m20; R. R. 15m40; R. 8m50; (WB. cell. 350 t.); 2 p. A; car.4.93.	89.12 292-4	11.00 36-1	6.86 22-5	.....	Hamburg	Hbg 93	
✠	30	FLANDRIA, <i>Sørensen</i> . (10.02)	I P.R.	3/3, A A.&C.P	1.1.	Glt	1150 721 1027	Dan	98 V.03	Burmeister & Wain Copenhague	A; hél; 5 comp; 1/3 D. 6m18; R. 19m50; G. 7m63; (WB. 273 t.; C. A. 55 t.; C. R. 41 t.); 1 p. F; rp.06; car.4.07.	71.30 234-0	10.83 35-7	4.77 15-8	27 1/2 29 1/2 31 1/2	Copenhague	Av. 4.07	
✠	31	FLANDRIA, <i>Dahlgren</i> . (5.06)	I P.R.	3/3, L	1.1.	Glt	1193 825 814	Sds	98 V.06	Helsingörs Jerns- kibs Byggeri Elseneur	A; hél; 5 comp; D. 44m50; (WB. cell. 294 t.; C. A. 42 t.; C. R. 21 t.); p. A; rp-car.6.07	65-54 228-2	10-10 33-2	3.99 13-1	16 18	Gothembourg	Got. 6.07	
.	32	FLINK (ex-Ceres), <i>Scopinich</i> . (2.07)	I	3/3, G	1.1.	Glt 2 P-A	987 531	Aut	76 V.07	Abercorn Shipbuild- ing Co Paisley	F; hél; 8 comp; avningd.; (WB. 120 t.); p. PP. 91; rp-car. 2.07.	67.40 221-4	9.00 29-7	3.98 13-1	.....	Trieste	Trst. 2.07	
✠	33	FLORA, <i>Bruins</i> . (7.06)	I P.R.	3/3, L A.&C.P.	1.1.	Glt 2 P	725 448 574	P-B	94 V.06	Maatschappij de Maus Rotterdam	F; hél; 5 comp; R. 10m60; G. 6m50; (WB. cale A; E. & B. cale R, C. R. 172t.); 1 p. A; 1 p. PP; rp.95; car.7.07.	60.75 199-4	8.54 28-0	4.91 16-1	.....	Amsterdam	Am. 7.07	
✠	34	FLORES, <i>Potjer</i> . (3.04)	I	3/3, L A.&C.P.	1.1.	Glt 3 P-S	3610 2828 3431	P-B	90 V.04	Nederlandsche Scheepstouw Mij Amsterdam	A; hél; 7 comp; R. R. 13m72; R. 23m50; G. 10m52; (WB. cell. 597 t.); 1 p. A; car. 7.07.	103.50 339-7	13.60 44-8	9.70 28-6	86 1/2 91	Amsterdam	Am. 7.07	
.	35	FLORIDA, <i>Andersen</i> . ELECTR. (4.07)	I	3/3, L	1.1.	2 m 2 P-S	1335 2827 4159	Dan	98 V.07	W. Dobson & Co Newcastle of T.	A; hél; 7 comp; D. 10m36; R. 51m21; G. 12m80; (WB. cell. 927 t.; C. R. 27 t.); 2 p. A; grp-car. 4.07.	115.44 378-9	14.62 48-0	8.38 27-6	.....	Copenhague	Cph. 4.07	
✠	36	FLYNDERBORG, <i>Larsen</i> . (3.06)	I	3/3, L A.&C.P.	1.1.	2 m	1387 818 1239	Dan	01 V.06	Helsingörs Jernskib- byggeri Elseneur	A; hél; 5 comp; D. 4m88; R. 20m73; G. 10m36; (WB. cell. 357 t.; C. R. 52 t.; C. A. 39 t.); rp.06; car.6.07.	76.73 251-0	11.04 36-3	5.20 17-1	33 35 1/2 37 1/2	Copenhague	Rd. 6.07	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES						
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force ludi. ude Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION. Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION											
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	24							31	25	27	28			29	30	31	32		33	34	35	36	37	38
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38										
25	Joseph Huret	✠	Comp. (10.97)	2	31 - 53 12.3 - 21	30 11.8	25 90 160	E. Lucas & Co Dieppe 1897	.....	✠	1 C	2.26 7-5	2.83 9-4	2	2.00 21	49 527	8 112	Société de Galvani- sation Anzin 1897	Dp. 98										
26	Solvesborgs Skeppsvarf.	.	Comp. (4.06)	2	67 - 130 26.5 - 51 PS. 4.06	76 30	100 400	T. M. Tennant & Co Leith 1869	Grh. 4.06	.	1 C	4.37 14-4	2.92 9-7	3	4.40 47	174 1871	5.3 75	Hvilans Mek. Verkst. Christianstad 1902	Grh. 4.06 v.c. 4.06										
27	Dampskibs-Selskabet « Kjøbenhavn » (P. L. Fisker)	✠	Tr. Exp. (5.05)	3	43 - 67 - 107 17-26.5-42 PS. 10.07	70 27.5	650 120	Howaldtswerke Kiel 1905	Ld. 5.07	✠	2 C	3.20 10-6	3.03 9-11	4	6.60 71	205 2206	12.5 178	Howaldtswerke Kiel 1905	Kiel 5.05										
28	Cie de Touage & Trans- ports de Conflans à la Mer	✠	Comp. (8.99)	2	40 - 70 16 - 28	52 21	60 250 130	Claparède Frères Argenteuil 1899	.....	✠	1 C	2.74 9-00	2.99 9-10	2	3.40 36	91 978	7 100	Claparède Frères. Argenteuil 1899	Paris 99										
29	Hamburg-Amerik. Packetf.-Act.-Ges.	✠	Tr. Exp. (4.93)	2	57 - 91 - 147 32.5 - 35.7-58	170 24	300 1200 75	Reiherstieg Schiffs- werfte Hamburg 1888	.....	✠	2 C	4.06 13-4	3.17 10-5	4	9.10 98	342 3680	11.5 165	Reiherstieg Schiffs- werfte Hamburg 1888	Hv. 97 v.c. 93										
30	Dampskibs-Selskabet « Ingä » (P. L. Fisker)	✠	Tr. Exp. (1.03)	3	42 - 69 - 114 16.6-27.2-45 PS. 4.07	84 33	120 600 82	Burmeister & Wain Copenhagen 1898	Av. 4.07	✠	2 C	3.05 10-0	3.12 10-5	4	5.20 56	181 1950	10.5 150	Burmeister & Wain Copenhagen 1898	Cph. 1.05 v.c. 03										
31	Fornysø Angfartygs Aktiebolaget «Gotha» (H. Sternhagen)	✠	Tr. Exp. (5.06)	3	47 - 76 - 127 19 - 30 - 50 PS. 6.07	91 36	166 750 75	Helsingörs Maskin- byggeri Elseneur 1898	Got. 6.07	✠	2 C	3.76 12-4	3.05 10-0	4	5.64 61	245 2640	12.3 175 6.3-90	Helsingörs Maskin- byggeri Elseneur 1898	Got. 6.07 P.c. 6.07 v.c. 5.06										
32	Carlo Martinolich & Fi- glio	.	Comp. (2.07)	2	76 - 142 30 - 56 PS. n.02; v. 2.07	84 33	125 500	J. & J. Young Ayr 1876	Trst. 2.07	.	2 C	3.35 11-0	3.35 11-0	4			4.92 70	Maatschappij Atlas Amsterdam 1887	Trst. 2.07 v.c. 2.07										
33	Koninklijke Nederland- sche Stoomboot Maat- schappij	✠	Tr. Exp. (7.06)	3	33 - 63.5 - 102 15 - 25 - 40 PS. 7.06	91.4 36	550 75	Maatschappij de Maas Rotterdam 1894	Am. 7.06	✠	1 C	4.27 14-0	3.10 10-2	3	6.04 65	181 1943	11.2 160 5.6-80	Maatschappij de Maas Rotterdam 1894	Am. 7.06 P.c. 7.06 v.c. 7.06										
34	Stoomvaart Maatschap- pij Nederland	✠	Tr. Exp. (3.04)	3	48 - 94 - 158 23 - 37 - 62 PS. 6.06	107 42	350 1500 66	Nederlandsche Fa- briek Amsterdam 1900	Am. 6.06	✠	2 C	4.27 14-0	3.35 11-0	6	9.20 100	410 4432	12.6 180 12.6-180	Nederlandsche Fa- briek Amsterdam 1900	Am. 6.06 v.c. 04 P.c. 04										
35	Det Forenede Damp- skibs-Selskab.	.	Triple (4.07)	3	68 - 109 - 183 26.5-43.72	114 45	335 1600 62	North Eastern Mar- ine Eng. Co Wallsend o/T. 1898	Cph. 4.07	.	1 C	4.50 14-9	3.50 11-6	3	5.30 57	211 2270	12.6 180 5.6-80	North Eastern Mar- ine Eng. Co Wallsend o/T. 1898	Cph. 4.07 P.c. 4.07 v.c. 4.07										
36	Dampskibs-Selskabet « Dannebrog » (C. K. Hansen)	✠	Tr. Exp. (3.06)	3	47 - 76 - 127 18.5 - 30 - 50 PS. 3.06	91 36	166 700 75	Helsingörs Maskin- byggeri Elseneur 1901	Cph. 3.06	✠	2 C	3.76 12-4	3.05 10-0	4	5.57 50	246 2646	12.3 175 7-100	Helsingörs Maskin- byggeri Elseneur 1901	Cph. 3.06 P.c. 3.06 v.c. 3.06										



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECK REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY								
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND		DATE OF TERM				T.	R.											U.	13	14	15	16	17	18	
	1	2																								3
+	37	FOCK-&HUBERT (ex-Alster), Stemmer. (10.98)	—	—	Gls	168	40	155	Alm	94	Action-Gesellschaft « Neptun » Rostock	A; hél; 5 comp; R. 10m66; (WB. M. 11 t.); p. PP; rp-car.5.02.	33.02	6.37	3.22	.....	Cranz a/Elbe	Hbg 0								
+	38	FOREST-CASTLE, Ogilvie. Turret. (1.03)	III	3/3, L	1.1.	Glt	1800	2396	Ang	99	Wm Doxford & Sons Ltd Sunderland	A; hél; 6 comp; G. 9m14; (WB. cell. 582 t; cales 347 t; C.R. 28 t.); 1 p. A; rp. 06; car.6.06	91.44	13.13	7.24	129 133 1/2 135 1/2	Newcastle- o, Tyne	N-C.6 06								
+	39	FOREST-DALE (ex-Heathdene), Novall. (10.02)	III	—	—	2 m	2285	3002	Ang	98	R. & W. Hawthorn, Leslie & Co Hebburn o/T.	A hél; 7 comp; (WB. cell. 730 t; cales 560 t; C. R. 39 t.); 1 p. A; rp-car. 5.06.	103.63	13.89	7.42	.....	Newcastle- o/Tyne	Card. 5.06								
+	40	FÖRINGUR (ex-Omösund), Löber. (9.06)	III	3/3, P	1.1.	Glt	203	159	Dan	94	Helsingörs Jernskibis & Maskinhyggeri Elsenaur	A; hél; 5 comp; awningd.; (WB. R. 12 t; A. 53 t.); 1 p. A; 1 p. b. rp-car.9.06.	41.31	6.69	3.96	.....	Trangisvaag (Iles Faroe)	Cph.9.06								
+	41	FORMOSA, Nicolai. (8.06)	III	3/3, L	1.1.	2 m	2812	3752	Fre	06	London & Glasgow Eng & Iron Shipb. Co Ltd Glasgow	A; 2 hél; 8 comp; rpyrd; D. 14m93; R.46m32; G.19m20; (WB.cell.581 t.); car. 7.07.	124.21	14.46	8 13	77 1/2 82 1/2	Marseille	Mrs.7.07								
.	42	FORT-LOUIS (ex-Baron-Elbank), Brault. (9.06)	III	3/3, L	1.1.	Glt	1849	1140	Fre	89	Murdoch & Murray Port-Glasgow	A; hél; 5 comp; spurd; R. 15m34; (WB. cell. 357 t; C. R. 31 t.); 1 p. F; car. 9.06.	76.80	11.70	6.80	.....	La Rochelle	L-R.9.06								
+	43	FORTUNA, Bruns. (6.05)	III	3/3, G	1.1.	Glt	513	304	Alm	93	Act. Ges. Weser Bremen	A; hél; 5 comp; R. 11m50; G. 6m46; (WB.R. 59 1/2 t; C.A. 24 1/2 t.); 1 p. F; rp. 06; car. 3.07.	48.46	7.90	4.00	.....	Bremen	Rd. 3.07								
.	44	FORTUNA, Eliades. (11.05)	III	3/3, M	1.1.	G 3m	697	435	Ang	62	Palmer Bros & Co Newcastle o/T.	F; hél; 5 comp; rp-car. 10 05.	51.10	7.65	4.03	.....	Londres	Alx 05								
.	45	FORTUNA (ex-Onla), Grüner. (6.06)	III	3/3, P	1.1.	Glt	312	239	Rss	56	Bergsunds Mek. Werkstad Stockholm	F; hél; 5 comp; alg. 00; p. P. n. 00; rp. 05; car. 8.07.	47.70	7.21	3.60	.....	Reval	Rvi 8.07								
+	46	FOURNEL, Morice. (9.03)	III	3/3, L	1.1.	B-G	1265	1948	Fre	80	A. & J. Inglis Glasgow	F; hél; 7 comp; R. 2m20; G. 10m60; R.R.10m90; (WB. cell. 452 t.); 2 p. F; rp-car.2.06.	91.0	11.1	6.58	.....	St-Nazaire	Nt. 2.06								
+	47	FOX-II, Andersen. (8.93)	16	3/3, G	1.1.	G3m	227	354	Dan	93	Det Forenede Oplagspladser og Værfter Copenhagen	C Ht-PP-P; ch frg; hél; (sal); 2 p. P; souff. B.8.93; car. 12.00; rp. 04.	44.26	7.75	4.61	.....	Copenhagen	Cph.2.06 c.v. 04								
+	48	FRANÇAIS, . . . . (6.00)	15	3/3, Y	1.1.	3m Gt	215	35	Arg	03	Sté des Chantiers et constructions navales St-Malo	C Or; hél; ch.m. frg; souff. d.m.6.03.	34 51	7.75	3.76	.....	Buenos-Ayres	St-M. 03								

N. B.— The Marks — — indicate that the class has expired or has been withdrawn conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS				SHELL Diamet.   Length — IN FEET AND INCHES	Furnaces		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION			
					DIAMETERS — IN CENTIMETERS IN INCHES	INCHES							NUMBER	IN sq. meters in sq. feet			heating surface in sq. meters in sq. feet		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
37	Cranzer Fischdampf- schiffs-Gesellschaft	✠	Comp. (10.98)	4	41-85 17.7-33.5 P.S. n. 5.02	50 19.6	250 115	Actien-Gesellschaft « Neptun » Rostock 1894	.....	✠	1 C	3.20 10-6	2.90 9-6	2	2.04 22	106 1141	8 114	Actien-Gesellschaft « Neptun » Rostock 1894	Hbg. 0 v.c. 98
38	Forest Oak Steam Ship- ping Co Ld (Jackson Bros. & Cory)	✠	Tr. Exp. (6.06)	3	58-97-155 23-38-61 P.S. n. 02; v. 6.06	99 39	196 1120 66	Wm Doxford & Sons Ld Sunderland 1899	N-C. 6.06	✠	1 C	4.82 15-10	3.58 11-9	4	6.49 70	270 2904	11.2 160 6.3-90	Wm Doxford & Sons Ld Sunderland 1899	N-C. 6.06 v.c. 6.06 P.C. 6.06
39	Forest Oak Steam Ship- ping Co Ld (Jackson Bros. & Cory)	✠	Tr. Exp. (10.02)	3	61-99-168 24-39-66 P.S. n. 5.06	114 45	303 1350 65	Th. Richardson & Sons Ld Hartlepool 1898	Card. 5.06	✠	2 C	4.80 15-9	3.20 10-6	6	8.20 88	433 4667	11.2 160 5.6-80	Th. Richardson & Sons Ld Hartlepool 1898	Card. 03 v.c. 02
40	Aktieselskabet J. Mor- tensons Efterfolgere	✠	Comp. (9.06)	2	42-79 16.5-31 P.S. n. 03; v. 9.06	46 18	43 200 117	Helsingörs Maskin- byggeri Elseneur 1894	Cph. 9.06	✠	1 C	3.00 9-10	2.86 9 5	2	2.32 25	78 842	7 100	Helsingörs Maskin- byggeri Elseneur 1894	Cph. 9.06 v.c. 9.06
41	Soc. Gle de Transports Maritimes à Vapeur	✠	Triple (8.06)	6	58-99-163 23-39-64	107 42	794 3800 92	Lond. & Glasg. Eng. & Iron Shipb. Co Ld Glasgow 1906	Glsq. 8.06	✠	4 C	4.88 16-0	3.58 11-9	12	23.80 256	1133 12192	12.6 180 6.3-90	Lond. & Glasg. Eng. & Iron Shipb. Co Ld Glasgow 1906	Glsq. 8.06
42	Delmas Freres.	.	Tr. Exp. (9.06)	3	48-76-127 19-30-50 P.S. n. 05; v. 9.06	95 37.4	200 800 62	Stewart & Co Glasgow 1889	L-R. 9.06	.	2 C	3.82 12-7	3.08 10-1	4	7.80 84	243 2616	11.2 160 5-71	Stewart & Co Glasgow 1889	L-R. 9.06 v.c. 9.06 P.C. 9.06
43	Dampfschiffahrts-Ge- sellschaft « Neptun »	✠	Comp. (6.05)	2	50-80 19.6-31.5 P.S. n. 05; v. 3.07	55 21.6	65 260 110	Actien-Gesellschaft Weser Bremen 1893	Rd. 3.07	✠	1 C	3.25 10-8	3.08 10-1	2	3.12 33	120 1300	7 100 7-100	Actien-Gesellschaft Weser Bremen 1893	Hbg. 6.05 v.c. 6.05 P.C. 6.05
44	Oscar Galea	.	Comp. (11.05)	2	66-119 26-47 P.S. 11.04	76 30	450 68	Duncan Jarrow o/T. 1862	Aix. 05	.	1 C	4.34 14-3	3.23 10-7	3	5.13 55	140 1505	5.62 80 3.2-45	Duncan-Stewart Glasgow 1889	Aix. 0 P.C. 05 v.c. 05
45	Markel M. Makarow	.	Comp. (6.06)	2	49.5-87.6 19.5-34.5 P.S. 6.06	56 22	260 108	Bergsöns Mek. Werkstad Stockholm 1884	Hlsf. 6.06	.	1 C	2.89 9-6	2.82 9-3	2	2.53 27	97 1045	3.7 53	F. Wiegand Reval 1903	Hlsf. 6.06 v.c. 6.06
46	Compagnie Générale Transatlantique (à Paris)	✠	Comp. (9.03)	2	93-172 36.6-68 P.S. n. 05; v. 2.06	107 42	300 1200 65	A. & J. Inglis Glasgow 1880	Nt. 2.06	✠	2 CD	3.80 12-6	4.60 15-1	8	14.86 160	379 4075	6 85 4.2-62	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1903	Nt. 2.06 P.C. 05 v.c. 03
47	Kryolith-Mine og Han- dels Selskabet	✠	Comp. (3.06)	2	5-94 21.6-37 P.S. 12.03	46 18	221 125	Burmeister & Wain Copenhagen 1893	Cph. 3.06	✠	1 C	3.20 10-6	2.82 9-3	2	2.79 30	93.37 1004	6.33 90 6.3-90	Burmeister & Wain Copenhagen 1893	Cph. 5.07 P.C. 3.07 v.c. 3.06
48	Gouvernement Argentin	.	Comp. (8.03)	2	32-52 12.5-20.5	38 15	200 180	Turgan-Foy Paris 1903	Hlv. 03	.	2 T	2.00 21	64 687	2	2.00 21	64 687	10 143	Turgan-Foy Paris 1903	Hlv. 03

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	PORT		LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.				U.	COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS				D'ARMEMENT		
	DATE DU TERME			EN MÈTRES		EN PIEDS & POUCES														
	1	2	3	4	5	6		7	8				9	10				11	12	
	49	FRANCE, <i>Gosselin</i> . (7.04) <i>ELECTR.</i>	■	3/3, L	1.1.	Bq 4 P-H	4486 2514 4517	Frq	65 V.04	Scott & Co Penhouët	F; <i>hél</i> ; 9 comp; alg-exh.74; <i>awning</i> ; R. 3m70; R. A. 13m80; R. A. 5m60; rp.05; car.7.07.	120.5 395	13.4 44-0	8.74 28-8	.....	St-Nazaire	Hv. 7.07			
✦	50	FRANCE, <i>Goy</i> . (12.06) <i>ELECTR.</i>	■	3/3, L	1.1.	G3m 3 P-S	4025 2505 3788	Frq	97 V.06	Forges & Chantiers de la Méditerranée La Seyne	A; <i>hél</i> ; 8 comp; R. A. 13m20; R. 12m46 & 20m; G. 26m60; (WB. A. 60 t.; R. 166 t.; 3 p. A.; rp-car.10.07.	121.74 399-5	12.83 42-1	9.30 30-6	.....	Marseille	Mrs 10.07			
✦	51	FRANCIA, <i>Phillips</i> . (6.05) <i>ELECTR.</i> 84-05	■	3/3, P A.&C.P.	1.1.	2 m	695 363 553	Arg	05	Scott of Kinghorn Ltd Kinghorn	A; 2 <i>hél</i> ; 5 comp; G. 5m18; (WB. C. A. 35 t; C. V. 38 t.); 1 p. A.	63.25 207-6	10.36 34-0	3.20 10-6	.....	Buenos-Aires	Glsq. 6.05			
✦	52	FRANCIS-H.-LEGGETT, <i>Rainer</i> . (4.03)	■	3/3, L	1.1.	2 m	1606 975	Amr	03	Newport-News S. B. & D. D. Co Newport-News	A; <i>hél</i> ; 4 comp; D. 24m08; R. 13m41; G. 9m27; (WB. 414 t; C. V. 91 t.); rp-car. 8.03.	73.58 241	12.55 41-2	4.47 14-8	.....	New-York	S-F. 03			
✦	53	FRANCIS-WIDLAR, ..... <i>ELECTR.</i> (5.04)	■	3/3, L Lakes	1.1.	2 m 1 P-B	4682 3368	Amr	04	American Shipb. Co Cleveland	A; <i>hél</i> ; 4 comp; (WB. cell.)	126.79 416	15.24 50-0	7.16 23-6	.....	Fairport	Clv. 04			
	54	FRANÇOIS-ARAGO (ex- Westmeath), <i>Heilmann</i> . Cable ship. 93-06(2.06)	■	3/3, L C.P.	1.1.	Glt 2 P-S	3342 1906 2685	Frq	82 V.06	Sunderland Ship- building Co Sunderland	F; <i>hél</i> ; 5 comp; <i>spard</i> ; R. 21m; (WB. cell.); 1 p. F; car. 4.07; rp. 06.	97.60 320-3	12.90 42-4	8.54 28-0	.....	Calais	Hv. 8.07			
✦	55	FRANKRIG, <i>Früs</i> . (5.07) 02-07	■ P.R.	3/3, G A.&C.P.	1.1.	2 m	1665 1057 1162	Dan	07	Howaldtswerke Kiel	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 25m83; R. 32m30; G. 9m15; (WB. cell. 418 t; C. R. 23 t; C. V. 35 t.); 1 p. A.	73.52 241-2	11.00 36-1	5.03 16 5	[13 1/2] [16 1/2] [18 1/2]	Copenhague	Kiel 5.07			
✦	56	FRANS, <i>Bengtsson</i> . (2.04) <i>ELECTR.</i>	■ P.R.	3/3, G A.&C.P.	1.1.	Glt 1 P-B	644 490 460	Sds	91 V.04	Kockums Mekan. Verkstad. Malmö	A; <i>hél</i> ; 5 comp; <i>weld</i> ; $\frac{1}{2}$ D. 18m50; R. 12m60; G. 5m; (WB. 23m; 109 t; C. V. 20t; C. R. 11 t); p. S; grp.04; rp. 07; car.10.07.	53 0 173-11	8.10 26-6	4.55 15-0	[21 1/2] [23 0] [26 1/2]	Trelleborg	Hbg 10.07			
✦	57	FREDERIC-FRANCK, <i>Gaspard</i> . (1.07) 98-06	■	3/3, G	1.1.	G3m 3 P-H	972 586 867	Frq	75 V.07	Lobnitz Coulborn & Co Renfrew	F; <i>hél</i> ; 6 comp; <i>awning</i> ; D. 11m00; R. 6m60; G. 10m00; WT. 12m90, 325 t.; 2 p. P; rp.90; Ip.n.90; grp.99; rp-car. 1.07.	60.8 230-0	9.3 30 6	5.09 16-8	.....	Le Havre	Hv. 1.07			
✦	58	FREDERIC-MOREL, <i>Lemmens</i> . (7.04)	■	3/3, G A.&C.P.	1.1.	Glt 2 P-B-S	1393 865 1421	Frq	83 V.04	J. Readhead & Co S-Shields	F; <i>hél</i> ; 5 comp; <i>spard</i> ; R. 13m70; WT. 320 t.; 1 p. F; 1 p. P.97; rp.06 car.4.06.	76.3 250	10.1 33-3	4.59 23-1	.....	Dunkerque	Dk. 6.06			
✦	59	FREDERIK, <i>Thomsen</i> . (10.72)	—	—	—	G3m 1 P-B	1112 681 821	Dan	72	Burmeister & Wain Copenhague	F; <i>hél</i> ; 7 comp; D. 47m; G. 10m; (WT. 13m20; 270 t.).	70.1 230-0	9.1 30-0	4.91 16-1	.....	Copenhague	Cph. 89			
✦	60	FREDERIKSHOLM. <i>Möller</i> . (11.07) 07-07	■	3/3, R A.&C.P.	1.1.	2 m	349 161 274	Dan	07	Kjöbenhavn's Skibs- vaerft Copenhague	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 5m55; (WB. C. A. 11 t; C. V. 13 t.); 1 p. A.	41.75 137-0	8.38 27-6	2.81 9-3	.....	Copenhague	Cph. 11.07			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE sur cylindre en mètre carré en pieds carrés	PRESION Claucl. princ. Claucl. auxil.	CONSTRUCTEURS		LIEU & ANNÉE de CONSTRUCTION				
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces					Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES										
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
49	Compagnie Générale Transatlantique (à Paris)	+	Tr. Exp. (7.04)	4	92-144-170 36-56-69 PS.4.05	130 51	800 3200 61	Maudslay Sons & Field Londres 1874 transf. St-Nazaire 1896	Nt. 4.05	+	6 C	4.20 13-9 4x8-6	2x9-6 2.60	18	29 311	752 8086	10.5 150 4-57	Cie Générale Transatlantique St-Nazaire 1896	Hiv. 7.06 v.c.04 P.c.05				
50	Société Générale des Transports Maritimes à Vapeur	+	Tr. Exp. (12.06)	3	82-130-209 32.3-51-82 PS.c.10.07	125 49	700 2800 70	Forges & Chantiers Marseille 1897	Mrs. 10.07	+	2 CD	4.31 14-1	5.70 18-8	12	28.30 304	748 8014	11 159 7-100	Forges & Chantiers La Seyne 1897	Mrs. 10.07 P.c.10.07 v.c.12.06				
51	N. Mihanovich & Co	+	2Tr. Exp. (6.05)	6	28-46-76 11-18-30	56 22	123 800 155	Scott of Kinghorn Ltd Kinghorn 1905	Glsq. 6.05	+	2 C	3.50 11-6	3.05 10-0	4	6.64 71	206 2315	13 185	Scott of Kinghorn Ltd Kinghorn 1905	Glsq. 6.05				
52	The Hammond Lumber Co	+	Tr. Exp. (4.03)	3	46-73-122 18-28.5-48	102 40	1000 90	Newport-News S.B. & D.D. Co Newport-News 1903	.....	+	3 C	3.96 13-0 oil burning ap	3.86 12-0	6 pli	45.38 488	353 3800	11.5 165 11.5-165	Newport-News S.B. & D.D. Co Newport-News 1903	S-F. 03				
53	Columbia S. S. Co	+	Tr. Exp. (3.04)	3	56-89-147 22-35-58	102 40	1400 85	American Shiph. Co Cleveland 1904	Civ. 04	+	2 C	4.00 13-2	3.50 11-6	4	8.18 88	399 4292	12 170	American Shiph. Co Cleveland 1904	Civ. 04				
54	Société Industrielle des Téléphones (à Paris)	+	Comp. (2.06)	2	102-188 40-74 PS.n.8.07	122 48	350 1400 52	W. Doxford & Sons Ltd Sunderland 1882	Hv. 8.07	+	2 CD	3.95 13-6	4.95 16-3	8	17.20 185	480 5161	6.20 88 5.5-78	Forges & chantiers de la Méditerranée Le Havre 1902	Hv. 2.06 P.c. 2.06 v.c. 2.06				
55	Dampskibs-Selskabet « Europa » (A. Christensen & Co)	+	Triple (5.07)	3	43-68-107 17-27-42	76 30	800 90	Howaldtswerke Kiel 1907	Kiel 5.07	+	2 C	3.35 11-0	3.03 9-11	4	6.72 72	221 2377	12.5 178	Ottensener Eisenwerk Altona 1907	Kiel 5.07				
56	Fr Malmros	+	Tr. Exp. (2.04)	3	35-55-97 13.7-21.7-38 PS. 10.07	59.4 23.4	100 400 104	Kockums Mekah. Verkstad Malmö 1891	Hbg. 6.07	+	1 C	3.50 11-6	3.09 10-2	2	3.80 41	121 1300	11.2 160 4.2-60	Kockums Mekah. Verkstad Malmö 1891	Gsch. 3.06 P.c. 3.06 v.c.04				
57	Worms & Co	+	Comp. (1.07)	2	81-152 32-60 PS. 1.07	107 42	170 850 60	Löbnitz Coulborn & Co Renfrew 1875	Hv. 1.07	+	2 C	3.96 13-0	3.05 10-0	6	10 108	223 2400	4.92 70 4.9-70	Löbnitz & Co Ltd Renfrew 1899	Hv. 1.07 P.c. 1.07 v.c. 1.07				
58	Cie des Bateaux à vapeur du Nord	+	Comp. (7.04)	2	81-160 32-63 PS.n.6.06	91.4 36	160 700 65	J. Readhead & Co South-Shields 1883	Dk. 6.06	+	2 C	3.66 12-0	3.26 10-7	6	7.71 83	279 3003	4.92 70	J. Readhead & Co South-Shields 1899	Dk. 04 v.c.04 P.c.04				
59	Det Forenede Dampskibs-Selskab	+	Comp. (1.07)	4	53-112 21-44	76 30	490	Burmeister & Wain Copenhagen 1872	.....	+	2 C	3.22 10-6	2.75 9-0	4	7.25 78	176 1900	4.92 70	Burmeister & Wain Copenhagen 1887	Cph. 87				
60	A/S. Frederiksholm-Tegl & Kalkværker	+	Triple (11.07)	3	28-46-74 11-18-20	46 18	51 300	Kjöbenhavns Skibsværft Copenhagen 1907	Cph. 11.07	+	1 C	3.35 11-0	3.05 10-0	2	3.16 34	12.6 180	12.6 180	Kjöbenhavns Skibsværft Copenhagen 1907	Cph. 11.07				



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS			LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY		
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.			U.	PORT OF BUILDING	PROPPELLER	WATERTIGHT COMPARTMENTS	ERECTIONS ON DECK							WATERBALLAST, DECKS	REPAIRS
	DATE OF TERM																						
	1	2	3																				
✠	61	FREGATE, <i>Ezanno</i> . Chalutier. (5.07)	I	3/3, P	1.1.	Kt	293 51 187	Frç	07	Smith's Dock Co Ltd North-Shields	A; <i>hél</i> ; 4 comp; (WB. 15 t.); p. bois.	34.52 113-4	6.63 21-9	3.64 11-11	.....	Lorient	N-C.5.07						
✠	62	FREIA, <i>Hansen</i> . (9.95) ELECTR.	I	—	—	Glt 2 P	858 337 593	Alm	85 V.95	Blohm & Voss Hamburg	F; aubes; 6 comp; R. 46m70; 1p. PP; 1 p. S; car. 5.95.	71.91 235-9	8.13 26-7	4.10 13-5	.....	Stettin	Stt. 95						
✠	63	FREJA, ..... (9.98) ELECTR. Railway Ferry.	I	—	—	Glt 2 P-A	883 336 505	Dan	98	Burmeister & Wain Copenhagen	A; 2 <i>hél</i> ; 8 comp; shadedeck; (WB. cale N. 41 t.; C. R. 27 t.); $\frac{3}{4}$ p. A.	67.07 220-1	9.64 31-8	3.92 12-11	.....	Korsør	Cph. 98						
✠	64	FREJA, <i>Madsen</i> . (4.05) 89-05	I	3/3, P	1.1.	2 m	49 13 40	Dan	05	Kjöbenhavns Skibs- vaerft Copenhagen	F; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 6m40; $\frac{1}{2}$ G. 2m81; (WB. C. R. 5.5 t.); p. P.	20.04 65-9	5.06 16-7	2.01 6-7	.....	Hobro	Cph. 4.05						
	65	FREJA (ex-Rievaulx-Abbey), Thunell. (3.07)	II	3/3, G	1.1.	Glt 1 P-B	1078 757	Sds	73 V.07	R. Thompson Jr Sunderland	F; <i>hél</i> ; 5 comp; D. 40m23; G. 9m75; (WB. 130 t.); rp. 07; car. 3.07.	67.18 220-3	9.24 30-4	5.08 16-8	.....	Stockholm	Stk. 3.07						
✠	66	FREJA (ex-Elisabeth), Carlsson. (4.07)	II	3/3, G	1.1.	Glt 1 P-B	450 323 389	Sds	84 V.07	Eriksbergs Mek. Werkstad Gothembourg	F; <i>hél</i> ; 5 comp; R. 11m; (WB. 135 t.; C. R. 7 t.); rp. 07; car. 4.07.	44.10 139-9	7.10 23-10	4.46 14-7	.....	Kristinehamn	Got. 4.07						
✠	67	FREJR, <i>Rasmussen</i> . 78-99 (8.99)	I	—	—	Glt 3 P-II	485 271 405	Dan	83 V.99	Lobnitz & Co Renfrew	F; <i>hél</i> ; 5 comp; <i>awningd</i> ; R. R. 30 t; G. 9m14; (WT. M. 8m84, 150 t.); 3p. P; rp-car. 4.03.	50.4 165-3	8.10 26-7	4.10 13-6	==	Randers	N-C. 03						
✠	68	FREMAD, <i>Weblund</i> . ELECTR. (1.94) Remorqueur-brise-glace.	I P.R.	—	—	1 m	76 24 76	Dan	94	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 5 comp; (WB. C. R. 15 t; C. N. 81 t.); p. P.	21.63 71-0	5.81 19-1	2.83 9-4	.....	Odense	Cph. 94						
✠	69	FRI DTJOF, <i>Pedersen</i> . (10.90)	II	—	—	Glt 2 P-S	932 589 903	Nrw	72 V.90	Bergens Mek. Verk. Bergen	F; <i>hél</i> ; 6 comp; <i>spard</i> ; R. 6m20; (WB. N. 25m91, 76 t.); 1 p. P; grp. 83; 1 p. n.86; rp-car. 12.91.	58.01 190-4	8.91 29-3	6.30 20-8	.....	Stavanger	Mlm. 93						
✠	70	FRIEDLAND, <i>Huret</i> . Chalutier. (11.06)	I	3/3, P	1.1. A.&C.P.	2 m	256 102 242	Frç	06	Bonn & Mees Rotterdam	A; <i>hél</i> ; 4 comp; (WB. 25 t.); 1 p. PP.	41.55 136-4	6.70 22-0	3.81 12-6	.....	Boulogne- s/Mer	Rd. 11.06						
✠	71	FRIESLAND, ..... ELECTR. (9.98)	I	—	—	4 m 4 P	7116 4674 6278	Blg	89 V.98	J. & G. Thomson Glasgow	A; <i>hél</i> ; 10 comp; D. 12m50; R. R. 6m10; G. 15m55; R. N. 4m8; (WB. cell. 964 t.); 2 p. A; 2 p. PP; rp-car. 1.01.	133.19 437-0	15.59 51-2	10.66 35-0	.....	Anvers	N-C. 01						
✠	72	FRIGGA, <i>Andersson</i> . (6.07)	III	3/3, G	1.1.	Glt	343 257 338	Sds	78 V.07	C. Hasselbom Oscarshamn	F; <i>hél</i> ; 5 comp; R. 36m40; grp. 00; car. 6.07; rp. 07.	41.6 136-6	7.4 24-3	4.16 13-8	.....	Gothembourg	Got. 6.07						

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	SHELL Diamet.   Length — IN METERS IN FEET AND INCHES			Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION						
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES						STROKE in centim. in inches	NUMBER		grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.			
10	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
61	Cie Armoricaine de Cha- lutage à Vapeur	✠	Triple (5.07)	3	30 - 50 - 81 12 - 19.5 - 32	58 23	52 370 115	W. V. V. Lidger- wood & Co Coatbridge 1907	N-C 5.07	✠	1 C	3.66 12-0	3.05 10-0	2	3.34 36	115 1237	12.6 180	R. Stephon & Co Ld Hebburn-o/T. 1907	N-C. 5.07
62	Stettiner Dampfschiff- Gesellschaft (J. F. Bräunlich)	✠	Comp. (9.95)	2	74 - 170 29.3 - 67	183 72	1550 40	Blohm & Voss Hamburg 1885	.....	✠	2 C	3.53 11-6	5.15 16-9	8	14.86 160	478 5140	7.71 110	Blohm & Voss Hamburg 1885	Stt. 95 v.c. 95
63	Indenrigsministeriet «De Danske Statsbaner»	✠	2 Tr. Exp (9.98)	6	38 - 63.5 - 102 15 - 25 - 40	61 24	336 1400 150	Burmeister & Wain Copenhagen 1898	.....	✠	4 C	3.28 10-9	3.12 10-3	8	12.45 134	445 4788	12.3 175 7-100	Burmeister & Wain Copenhagen 1898	Cph. 98
64	Fjorddampbaads Selska- bet «Hobro»	✠	Comp. (4.05)	2	28 - 53 11 - 21	36 14	20 120 148	Kjöbenhavns Skibs- vaerft Copenhagen 1905	Cph. 4.05	✠	1 C	2.28 7-6	2.33 7-8	1	1.40 15	38 410	8.4 120	Kjöbenhavns Skibs- vaerft Copenhagen 1905	Cph. 4.05
65	Nya Rederi Aktiebolaget «Svea» (H. Blomberg)	.	Comp. (3.07)	2	69 - 129 27 - 51 PS. 8.06	84 33	125 500 60	J. Dickinson Sunderland 1873	Stkh. 3.07	.	2 C	3.28 10-9	3.15 10-4	4	7.25 78	223 2400	4.2 60 4.2-60	Lindholmens Verk- stad Göteborg 1884	Stkh. 3.07 P. C. 3.07 v. c. 3.07
66	Ängfartygs Aktiebolaget «Ferm» (A. Broström)	.	Tr. Exp (4.07)	3	29 - 33 - 79 11.4 - 15.4 - 31 PS. 5.06	49 19.3	50 175 102	Eriksbergs Mek. Werkstad Göteborg 1884 Tripled 1897	Got. 4.07	.	1 C	2.59 8-6	2.44 8-0	2	2.10 23	66 708	10.5 150 7-100	Göteborgs Mek. Werkstad Göteborg 1897	Got. 4.07 P. C. 4.07 v. c. 4.07
67	Det Forenede Damp- skibs-Selskab	✠	Comp. (9.99)	2	61 - 112 24 - 44 PS. 4.03	76 30	85 400	Lobnitz & Co Renfrew 1883	.....	✠	1 C	3.96 13-0	3.05 10-0	3	4.74 51	—	6.33 90	Hong-Kong & Whampoa Dock Co Hong-Kong 1895	N-C. 03 v.c. 99
68	Odense By's Kanal Udvalg	✠	Comp. (1.94)	2	43 - 81 17 - 32	38 15	50 250	Burmeister & Wain Copenhagen 1894	.....	✠	1 C	2.97 9-9	2.82 9-3	2	2.79 30	85 912	7 100	Burmeister & Wain Copenhagen 1894	Cph. 94
69	G. T. Mousen	.	Comp. (10.90)	2	74 - 137 29.2 - 54	71 28	120 540 68	Bergens Mekaniske Verksted Bergen 1872	.....	.	2 C	3.20 10-6	2.74 9-0	4	6.13 66	186 2000	4.92 70	Bergens Mekaniske Verksted Bergen 1886	Brg. 90 v.c. 90
70	Huret & Sauvage	✠	Triple (11.06)	3	33 - 55 - 89 13-21.5-35	61 24	— 425 110	Alblasserdamsche Machinefabriek Alblasserdam 1906	Rd. 11.06	✠	1 C	3.76 12-4	3.05 10-0	2	3.53 38	122 1315	12.6 180	Alblasserdamsche Machinefabriek Alblasserdam 1906	Rd. 11.06
71	Société Anonyme de Na- vigation Belge-Améri- caine	✠	Tr. Exp. (9.93)	3	90 - 142 - 226 35.4 - 56 - 89	137 54	800 4700	J. & G. Thompson Glasgow 1889	.....	✠	3 CD 1 C	4.13 13-7 4.52 14-10	5.40 17-9 3 35 11-0	21	34.84 375	—	11.2 160	J. & G. Thompson Glasgow 1889	Av. 00 v.c. 98
72	Ängfartygs Aktiebolaget «Frigga» (E. J. Odenius)	.	Comp. (6.07)	2	50.5 - 67 12 - 26.5 PS. 6.07	54 21.3	45 150 95	R. Martin Oscarshamn 1878 re. 1898	Got. 6.07	.	1 C	2.59 8 6	2.59 8 6	2	1.85 20	55 595	8.8 135	Lindholmens Mek. Werkstad Göteborg 1898	Got. 6.07 P. C. 4.07 v. c. 6.07

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE FONTS	TONNAGE		PAVILION	ANNEE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATERIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS		LONGUEUR EN METRES EN PIEDS & POUCES	LARGEUR EN METRES EN PIEDS & POUCES	CREUX EN METRES EN PIEDS & POUCES	FRANC BORD ETÉ HIVER B.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE		
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	DATE DU TERME		T.		R.		U.					12								13	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
+	73	FRITZ-BUSSE, <i>Baudeck</i> . <i>Chalutier</i> . 02 - 06 (7.06)	I	3/3,A	1.1	Kt 1 P-B	216 17 202	Alm	06	Scott & Sons Bowling (Glasgow)	A; <i>hél</i> ; 4 <i>comp</i> ; G. 6m20; (WB.T.A. 22 t.).	38 10 6.55 125-5 21-8 11-8	3.80	.....	Geestemünde	Glsq. 7.06						
+	74	FRODE, <i>Aström</i> . (4.07)	III	3/3,G	1.1	Glt	333 229 282	Sds	89 V.07	Got. Mek. Werkstad Gothembourg	A; <i>hél</i> ; 5 <i>comp</i> ; R.45 t; (WT. A.70 t; C.R. 4.5 t.); p. P; rp-car. 8.07.	38.4 6.80 4 10 126-0 22-4 13-6	.....	Werkebäck	Dz. 8.07							
+	75	FRONSAC, <i>Leport</i> . (1.07) 92 - 07	I	3/3,G	1.1	3 m	517 173 355	Frq	07	Scott of Kinghorn Ltd Kinghorn	A; <i>hél</i> ; 5 <i>comp</i> ; D. 31m55; G. 7m62; (WB. cell. 137 t; C. A. 14 t; C. A. 33 t.); 1 p. A.	48.65 7.99 3.47 159-8 26-2 11-5	12 14 17	Le Havre	Glsq. 1.07							
+	76	FROSTBURG, ..... (11.98)	I	—	—	Glt	926 563	Amr	84 V.98	The American Ship- building Co Philadelphie	F; <i>hél</i> ; 5 <i>comp</i> ; R. 16m15; G. 7m32; (WB. cell. 252 t.);p.PP;rp.90; car. 11.98.	62.25 10.10 4.93 204-3 33-2 16-2	.....	Baltimore	Balt. 98							
+	77	FURET, <i>Lefèvre</i> . (7.03) <i>Remorqueur</i> .	I	3/3,P	1.1	1 m	35 8	Frq	92 V.03	Claparède freres Argenteuil	A-F; <i>hél</i> ; 5 <i>comp</i> ; p. S;rp.03; car. 7.07.	16.00 4.00 1.78 52-6 13-1 5-10	.....	Dieppe	Dp. 7.07							
+	78	FYEN, <i>Nielsen</i> . (11.05) 90-04	I	3/3,I	1.1	G 3 m 2 P-B-S	1391 870 978	Dan	74 V.05	NorddeutscheSchiffs- bauwerfte Kiel	F; <i>hél</i> ; 7 <i>comp</i> ; spard; R. 4m27; (WB. cale 10m97, 330 t.); 2 p. S;grp.80;rp- car. 11.05.	71.0 9.4 230-0 32-3	7.50 5.43 24-7 17-10	.....	Copenhagen	Kiel 05						

ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Cl. and. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION					
						DIAMÈTRES — EN CENTIMÈTRES EN POUÇES	EN CENTIMÈTRES EN POUÇES							Diamèt.	Long.	EN MÈTRES EN PIEDS ET POUÇES	NOMBRE sur la grille en mèt. carr. en pieds carr.			surf. de chauffe en mèt. carrés en pieds carrés				
10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
73	F. Busse	✠	Triplo (7.06)	3	30 - 51 - 81 12 - 20 - 32	61 24	66 340 88	Aitchison Blair & Co Glasgow 1906	Glsq. 7.06	✠	1 C	3.66 12-0	3.05 10-0	2	3.71 40	127 1367	12.6 180	Ross & Duncan Glasgow 1906	Glsq. 7.06					
74	Ångfartygs Actiebolaget « Nora »	.	Comp. (4.07)	2	39.4 - 71.2 15.5 - 28.2 PS.8.07	49 19.3	45	Got. Mek. Werkstad Gothembourg 1889	Dz. 8.07	.	1 C	2.64 8-8	2.72 8-11	2	2.23 24	65 700	6.33 90	Got. Mek. Werkstad Gothembourg 1889	Got. 4.07 v.c. 4.07					
75	Worms & Co	✠	Triple (1.07)	3	30 - 48 - 84 12-19-33	61 24	53 420 106	Scott of Kinghorn L <sup>d</sup> Kinghorn 1907	Glsq. 1.07	✠	1 C	3.66 12-0	3.05 10-0	2	3.25 35	121 1306	12.6 180	Scott of Kinghorn L <sup>d</sup> Kinghorn 1907	Glsq. 1.07					
76	Consolidation Coal Co	.	Comp. (11.98)	2	66 - 122 26 - 48	91.4 36	100 700	The American Ship- building Co Philadelphie 1884	.....	.	2 C	3.96 13-0	3.05 10-0	6	10.03 108	—	6.33 90	The American Ship- building Co Philadelphie 1884	Balt. 98 v.c. 98					
77	Chambre de Commerce	✠	Comp. (7.03)	2	27 - 45 10.6 - 17.7 PS.7.03	28 11	20 80 180	Claparède freres Argenteuil 1892	Dp.10.06	✠	1 Bigot	1.14 3-9	2.10 6-11	1	1.06 11	32.34 348	8 114	Amblard & Co Dieppe 1906	Dp.10.06 v.c. 03					
78	Dampskibs-Selskabet « Havet »	.	Comp. (11.05)	2	72 - 143 28.7 - 56.2 PS. 11.05	91 36	— 500 58	Schweffel & Howaldt Kiel 1874	Kiel 05	✠	2 C	3.12 10-3	2.96 9-7	4	5.57 60	193 2077	5.27 75	Helsingors Maskin- byggeri Elsinore 1889	Kiel 05 v.c. 05					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER		LENGTH	BREADTH	DEPTH	FREE BOARD — SUMMER — WINTER — W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				WATERTIGHT COMPARTMENTS ERECTIONS ON DECK							
	DATE OF TERM						U.					WATERBALLAST, DECKS REPAIRS							
	1	2	3				4	5				6	7						
+	1	G.-WATSON-FRENCH, ELECTR. . . . . (4.03)	I	3/3, Lakes	1.1.	2 m 1 P-B	3883 3064	Amr	03	American Shipbuild- ing Co W. Bay City	A; hél; 4 comp; (WB. cell.); R. A. ½ G.	108.51 356-0	15.24 50-0	7.32 24-0	.....	Cleveland	Civ. 03		
+	2	GABRIELLA, Evrard. ELECTR. Chalutier. (3.07)	I	3/3, G	1.1.	2 m	285 99 262	Frq	07	de la Brosse & Fouché Nantes	A; hél; 7 comp; R. 1 <sup>m</sup> 70, 4m & 2m 80; ½ R. 9m 45; (WB. 34 t.); 1 p. b; rp- car, 9.07.	43.32 142-2	6.70 22 0	3.66 12-0	.....	Boulogne- s-Mer.	Blg. 9.07		
+	3	GADUS, Molkenbuhr. 86-92 (7.05) Trawler.	P.R.	3/3, G A.&C.P.	1.1.	Glt	32 146	Alm	92 1905	Actien-Gesellschaft « Neptun » Rostock	A; hél; 5 comp; R. 10m 66, (WT.M. 11 t.); p. S; rp 05; car. 4 07.	33.02 108-4	6.23 20 6	3.81 12-6	.....	Hamburg	Hbg 4.07		
	4	GAUSA (ex-Cento), Yvon. (3.04)	I	3/3, G	1.1.	2 m 1 P-B	2146 1359 1550	Frq	95 V.04	J. L. Thompson & Co Sunderland	A; hél; 7 comp; axwingd. 55m 0; D. 5m 80; WB. cell. 339 t.; C. R. 35 t.; car. 1.07.	88.40 290-0	12.10 39-8	5.11 16-9	9 ½ 12 ½ 14 ½	La Rochelle	Card. 1.07		
+	5	GAINACH, Sparreboom. ELECTR. Hopper. (12.99)	I	—	—	1 m	380	Rss	99	A. F. Smulders Rotterdam	A; hél; 10 comp.	42.00 137-10	8.50 27-11	3.50 11-6	.....	Odessa	Rd. 99		
	6	GALATEA, Wancke. (4.04)	I	3/3, G	1.1.	2 m	655 332 412	Sds	87 V.04	Sunderland Ship- building Co Ltd Sunderland	F; hél; 5 comp; welldeck; ½ D. 16m 15; R. 14m 32; G. 7m 62; rp. 06; car 5 07.	51.90 170-3	8.23 27-0	3.86 12.8	.....	Sundswall	Cph. 5.07		
	7	GALICIA, . . . . . (4.93)	I	—	—	Glt 2 P-B-S	2860 1834 2717	Alm	89 V.93	James Laing Sunderland	A-F; hél; 6 comp; spard; R. 20m 73; G. 12m 19; R. R. 12m 54; (WB. cell. 426 t.); 2 p. F; car. 4.93.	99.54 326-7	12.52 41-1	8.05 26-5	.....	Hamburg	Bost. 95		
+	8	GALLIA, Chapman (6.04)	I	3/3, L	1.1.	2 m 2 P-II	1284 555 1235	Ang	04	Cie Française de con- structions Navales Nantes	A; 2 hél; 6 comp; huc. rived; R. 10m 30; R. A. 2m 95; 1 p. A; 1 p. T. (WB. 30 t.) rp-car. 6.05.	79.47 260-9	8 68 28-6	6 99 22-11	.....	Tuticorin	Mrs. 2.07		
+	9	GALLIA (ex-Château- Yquem), Pavy. (5.98) ELECTR. 95-02	I	—	—	G3m 3 P-S	4134 2615	Frq	81 V.98	Chantiers et Ateliers de la Gironde Bordeaux	F; hél; 6 comp; spard; D. 16m 50; R. 39m; G. 17m; 2 p. F; car. 7.01.	117.80 386-6	12.50 41-0	9 40 31-0	.....	Marseille	Mrs. 03		
+	10	GALVESTON, Leech. (9.04) Drague.	I	3/3, R A.&C.P.	1.1.	2 m	1267 783 1159	Amr	04	J. W. Klawitter Danzig	A; 2 hél; 7 comp; ½ D. 24m 40; ½ G. 14m 30.	71.00 233 0	11.90 39-6	4.40 14-5	.....	New-York	Dz. 04		
	11	GANGE, Baretge. (12.05) ELECTR. 79-05	I	3/3, L	1.1.	2 m 3 P-S	6876 4423 6121	Frq	05	Messageries Mari- times La Ciotat	A; 2 hél; 8 comp; spard; D. 19m 50; R. 41m; G. 16m 40; (WB. 693 t.; cale 821 t.); 3 p. A.	176.29 447-2	16.03 52-7	9.93 32-7	.....	Marseille.	Mrs. 12.05		
+	12	GANGUIL-L, . . . . . (5.06) ELECTR. Porteur à clapets.	I	3/3, R A.&C.P.	1.1.	1 m	106	Urg	02 V.06	Stédes Ateliers, For- ges & Fonderies Bruges	A; hél; 6 comp; rp-car. 10.06.	50.00 164-9	9.00 29 6	3.40 11-2	.....	Montevideo	M.V. 11.06		

N. B. — The Marks — — indicate the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								LAST SURVEY			
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	Horse power nominal in indicated revolutions		BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.		MAKERS	PORT AND DATE of CONSTRUCTION	
					NUMBER	DIAMETERS IN CENTIMETERS IN INCHES							Diamet.	Length	NUMBER	Grate surface in sq. meters in sq. feet					heating surface in sq. meters in sq. feet
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
1	C. W. Elphicke & Co	+	Tr. Exp. (4.03)	3	51 - 85 - 131 20-33.5-55	102 40	1300 90	Chicago Shipbuilding Co Chicago 1903	.....	+	2 C	3.81 12-6	3.50 11-6	4	7.16 77	341 3670	12 170	American Shipbuilding Co Cleveland 1903	Clv.		
2	Ste Française de Pêcheries à Vapeur.	+	Triple (3.07)	3	30 50-82 12-20-32	62 24.5	425 125	Ateliers de la Loire Nantes 1907	Nt. 3.07	+	1 C	3.80 12-6	3.10 10-2	2	4.25 46	123 1323	12 170	Ateliers de la Loire Nantes 1907	Nt. 3.07		
3	Wilh. Gärtner	+	Comp. (8.04)	2	45 - 85 17.7 - 33.5 PS.n.04;v.4.07	50 19.7	275 110	Actien-Gesellschaft « Neptun » Rostock 1892	Hbg 4.07	+	1 C	3.20 10-6	2.90 9-6	2	2.50 27	93 1000	6.5 93	Actien-Gesellschaft « Neptun » Rostock 1892	Hbg 7.05 v.c.04		
4	Delmas Frères	.	Fr. Exp. 5.04	3	52 - 86 - 142 20.5-34-56 PS.n.1.07	99 39	950 60	Dickinson Sunderland 1895	Card. 1.07	.	2 C	4.11 13-6	3.05 10-0	6	8 85	280 3011	11 157 5-71	Dickinson Sunderland 1895	L-R. 1.06 P.C. 1.06 v.c.04		
5	Gouvernement Impérial de Russie	+	Comp. (10.99)	2	38 - 76 15 - 30	40 16	50 250 140	Maatschappij de « Maas » Rotterdam 1899	.....	+	1 C	2.90 9-6	3.20 10-6	2	3.50 38	90 968	8.25 117	Maatschappij de « Maas » Rotterdam 1899	Rd. 99		
6	Rederi Aktiebolaget « Stockholm-Norrland » (G. Knaust)	.	Tr. Exp. (4.04)	3	41 - 66 - 109 16-26-43	76 30	98 300 75	N. E. Marine Eng. Co Ltd Sunderland 1887	Gt. h. 5.07	.	1 C	3.66 12-0	3.28 10-9	3	5.88 63	147 1585	10.5 150 5.2-75	N. E. Marine Eng. Co Ltd Sunderland 1887	Stkh. 5.06 v.c.04 P.C. 7.05		
7	Hamburg-Amerik. Packetf. Act. Ges.	.	Tr. Exp. (4.93)	3	61 - 99 - 163 24-39-64.2	107 42	300 1250 65	George Clark Sunderland 1889	.....	.	2 C	4.57 13-0	3.90 10-6	6	11.61 125	393 3290	0.5 150	George Clark Sunderland 1889	Hbg 93 v.c.93		
8	James Mackintosh & Co	+	2Tr. Exp. 7.04	2	50 - 80 - 132 20-31.5-52	80 31.5	2600 125	Cie Française de Constructions Navales Nantes 1904	Mrs. 6.05	+	6 C	Nielausse		6	25.56 275	860 9247	15 214	J. & M. Nielausse Paris 1904	Nt. 04		
9	Compagnie Française de Navigation à Vapeur (Cyp. Fabre & Co)	+	Comp. (5.98)	6	125 - 205 49 - 81 PS. n. 2.02	130 51	625 2500	Schneider & Co Le Creusot 1883	.....	.	4 C	4.31 14-2	3.18 10-5	12	30.45 327		6 85	Forges & Chantiers La Seyne 1898	Mrs. 03 v.c.98		
10	Geh. Goedhardt (à Dusseldorf)	+	2Tr. Exp. (9.04)	6	40 - 61 - 95 16 - 24 - 37.5	45 17.5	1150 160	J. W. Klawitter Danzig 1904	N.O. 1.06	+	2 C	3.35 11-0	3.25 10-8	6	9.40 101	230 3118	13 185	J. W. Klawitter Danzig 1904	N.O. 1.06		
11	Messageries Maritimes	.	2 Triple (12.05)	6	68 - 100 - 160 27 - 39 - 63	120 47.5	973 3894 90	Messageries Maritimes La Ciotat 1905	Mrs. 12.05	.	3 CD	4.10 13-6 3.50 11-6	5.63 18-0	16	30.57 329	904 9721	9.5 135 7-100	Messageries Maritimes La Ciotat 1905	Mrs. 12.05		
12	Entreprise Générale des Travaux du Port de Montevideo	+	Comp. (5.06)	2	44 - 76 17.5 - 30 PS.1.06	45 18	80 350 160	H. Brulé & Co Paris 1902	M.V. 11.06	+	2 C	2.50 8-2	2.70 8-10	4	5.80 62	140 1505	10 142	A. F. Smulders Grâce-Berleur 1902	M.V. 11.06 v.c.11.06		

GED

SURVEILLANCE SPECIALE		NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT — NOMBRE DE PONTS		TONNAGE		PAVILLON		CONSTRUCTEURS — PORT DE CONSTRUCTION		MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS		LONGUEUR — EN MÈTRES EN PIEDS & POUCES		LARGEUR — EN MÈTRES EN PIEDS & POUCES		CREUX — EN MÈTRES EN PIEDS & POUCES		FRANC BORD ETÉ BIVER H.A.N. en pouces		PORT D'ARMEMENT		LIEU ou DATE de la DERNIÈRE VISITE			
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME										T. R. U.																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
✠	13	GANGUIL-II,....(12.06) ELECTR. Porteur à clapets.	I	3/3,R	1.1.	1 m	106	Urg	02 V.06	Sté des Ateliers,For- ges & Fonderies Bruges	A: hél; 6 comp; rp-car. 12.06.	50.00 164-9	9.00 29 6	3.40 11-2	.....	Montevideo	M.V. 12.06														
✠	14	GANGUIL-III,....(3.07) ELECTR. Porteur à clapets.	I	3/3,R	1.1.	1 m	106	Urg	02 V.07	Bertin Frères Bezons	A: hél; 6 comp; rp-car. 3.07.	50.00 164-9	9.00 29 6	3.40 11-2	.....	Montevideo	M.V. 3.07														
✠	15	GANGUIL-IV,....(9.06) ELECTR. Porteur à clapets.	I	3/3,R	1.1.	1 m	106	Urg	02 V.06	Bertin Frères Bezons	A: hél; 6 comp; rp-car. 9.06.	50.00 164 9	9.00 29 6	3.40 11-2	.....	Montevideo	M.V. 9.06														
✠	16	GANZIRRI (ex-Carmelo-Ga- latioto), Napoli. (7.05)	III	3/3,M	1.1.	G3m 21'	429 262 379	Itl	69 V.05	Scott & Co Greenock	F: hél; 4 comp; $\frac{1}{2}$ D. 19m80; R. 6m50; R. AR. 3m50; 2 p. b; rp-car. 7.05.	53.40 175 2	6.90 22 8	4.27 14 0	.....	Messine	Mss. 7.05														
✠	17	GARCERIE, .... (6.95)	III	—	—	—	90 40 67	Frç	95	A. Dubigeon Nantes	A: 2 hél; 4 comp; shaded; R. AR. 4m75; R. AR. 3m60 & 1m90; 2 p. T.	31.16 102 2	5.53 18-1	1.47 4 10	.....	Saigon	Nt. 95														
✠	18	GARONNE (ex-Alida), Del- ELECTR. place. (9.03)	I	3/3,L	1.1.	Glt 2 P-S	906 637 853	Blg	87 V.03	Blohm & Voss Hamburg	A: hél; 5 comp; spard; R. AR. 14m17; R. 8m54; (WB. cell. 172 t.); 1 p. A. 1 p. P; rp. 03; car. 3.07.	62.48 205 0	9.14 30-0	6.07 19-11	.....	Anvers	Av. 3.07														
✠	19	GARONNE, Kromann. 93-01 (2.05)	I P.R.	3/3,L	1.1.	Glt 2 P	1491 890 1102	Dan	99 V.05	Robert Stephenson & Co Ltd Hebburn	A: hél; 5 comp; $\frac{1}{2}$ D. 29m26; R. 18m90; G. 8m54; (WB. cell. 333 t; C. AR. 12 t; 2 p. A; rp. 06; car. 7.07.	76.35 250 6	10.71 30-2	4.85 15 11	21 $\frac{1}{2}$ 24.0 26.0	Copenhague	Bx 4.07														
✠	20	GAULOIS, Bouchia. (7.03)	I	3/3,G	1.1.	2 m	463 275 430	Frç	03	Claparède Frères Argentéuil	A: hél; 5 comp; R. G. (WB. E. B.); rp.07; car. 3.07.	50.27 165 8	7.72 25 4	3.22 10 7	.....	Marseille	Mrs. 3.07														
✠	21	GAULOIS, .... (7.07) ELECTR. Chalutier.	I	3/3,G	1.1.	2 m	301 102 272	Frç	07	Chantiers de France Dunkerque	A: hél; 6 comp; (WB. 35 t.).	43.64 113 2	6.98 22 11	3.55 11-8	.....	Boulogne s/Mer	Dk. 7.07														
✠	22	GAUSS, Reichel. (7.06)	I	3/3,G	1.1.	Glt 1 P-B	442 255 339	Alm	83 V.06	Möller & Holberg Stettin	F: hél; 5 comp; weld; $\frac{1}{2}$ D. 15m; R. 10m60; G. 6m; (WT. cale A. 7m42, 113 t.); p. P; grp. 98; car. 9.07; rp. 06.	45.22 148-4	6.85 22 5	4.19 13 7	.....	Bremen	Wes. 9.07														
✠	23	GAZELLE, Schmidt. (2.02) Aux. Gazoline machine.	44	3/3,G	1.1.	Glt	151 145	Alm	02	M. Turner Benicia (Cal)	P: hél; ch. m-frg; d. ft. m. 12.06; rp. 06.	32.00 105-0	7.32 24 0	3.05 10 0	.....	Hamburg	Syd. 2.07														
✠	24	GEDÉ, Udemá. (1.07)	I	3/3,L	1.1.	Glt 3 P	2827 1793	P.B	92 V.07	Maatschappij de Schelde Flessingue	A: hél; 6 comp; D.; R.; G. (WB. E. & B. & A. 250 t.); 1 $\frac{1}{2}$ p. A; $\frac{1}{2}$ p. PP; 1 p. P; grp-car. 1.07.	105.53 346-3	11.58 38-0	7.80 25-9	.....	Rotterdam	Rd. 1.07														

N B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



## MACHINES

## CHAUDIÈRES

ARMATEURS			SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	MACHINES					CHAUDIÈRES					SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS		PRESSION Cl aud. auxil.	CONSTRUCTEURS		DATE DE VENTE DES CHAUDIÈRES	
19	20	21				NOMBRE	CYLINDRES		Force nominale des pistons en cent. pouces	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	NOMBRE	Diamètre Long.	NOMBRE	surf. de chauffe en m <sup>2</sup> carr. en p <sup>2</sup> carr.			CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	38						
							DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces													EN MÈTRES EN PIEDS ET POUCES		NOMBRE	surf. de chauffe en m <sup>2</sup> carr. en p <sup>2</sup> carr.		LIEU & ANNÉE de CONSTRUCTION

13	Entreprise Générale des Travaux du Port de Montevideo	✠	Comp. (12.06)	2	44 - 76 17.5 - 30 PS. 12.06	45 18 350 160	80 18 400 160	H. Brulé & Co Paris 1902	M-V. 12.06	✠	2 C	2.50 S-2	2.70 8-10	4 62	5.80 1505	10 142	A. F. Smulders Grâce-Berleur 1902	M-V. 12.06 v.c. 12.06	
14	Entreprise Générale des Travaux du Port de Montevideo	✠	Comp. (3.07)	2	44 - 76 17.5 - 30 PS. 3.07	45 18 400 160	100 18 400 160	H. Brulé & Co Paris 1902	M-V. 3.07	✠	2 C	2.50 S-2	2.70 8-10	4 62	5.80 1505	10 142	H. Brulé & Co Paris 1902	M-V. 3.07 v.c. 3.07	
15	Entreprise Générale des Travaux du Port de Montevideo	✠	Comp. (9.06)	2	44 - 76 17.5 - 30 PS. 9.06	45 18 400 160	100 18 400 160	H. Brulé & Co Paris 1902	M-V. 9.06	✠	2 C	2.50 S-2	2.70 8-10	4 62	5.80 1505	10 142	H. Brulé & Co Paris 1902	M-V. 9.06 v.c. 9.06	
16	E. Ilardi & Fils	•	Comp. (7.05)	2	46 - 91 18 - 36 PS. n. 4.07	61 24 300 64	100 24 300 64	Scott & Co Greenock 1869	Ctn. 4.07	•	1 C	2.80 9-3	2.00 9-10	2 34	3.30 1182	110 90 5 70	Wilson & Maclaren Genes 1890	Mss. 7.05 v.c. 7.05 p.c. 7.05	
17	Messageries fluviales de Cochinchine	✠	Comp. (6.95)	4	23 - 40 9 - 16	28 11 320 310	80 11 320 310	Brissonneau fils & A. Lotz Nantes 1895	.....	✠	1 R WT	2.14×2.70×1.92 7×8-10×6.4	2 48	4.50 1634	152 171	12	Brissonneau fils & A. Lotz (système Oriolle) Nantes 1895	Nt. 95	
18	Adolf Deppe	✠	Tr. Exp. (9.03)	3	26-61-199 14-24-39 PS. 12.05	84 33 450 80	190 33 450 80	Blohm & Voss Hamburg 1887 transformée en 1895	Av. 3.07	✠	1 C	3.90 12-9	3.20 10-6	3	135 1457	12.6 180 6.2-88	North Eastern Ma- rine Eng. Co Ltd Newcastle o/T. 1903	Av. 3.07 v.c. 03	
19	Det Forenede Damp- skibs-Selskab	✠	Tr. Exp. (2.05)	3	49.6 - 82.6 - 137 19.5 - 32.5 - 54 PS. 7.07	91.5 36 1000 70	190 36 1000 70	Robert Stephenson & Co Ltd Newcastle o/T. 1899	Bx 7.07	✠	2 C	4.11 13-6	3.05 10-0	6 99	9.20 3212	298 180 6.3-90	Robert Stephenson & Co Ltd Newcastle o/T. 1899	Cph. 6.06 v.c. 2.05 p.c. 6.0	
20	Axel Busck & Co	✠	Comp. (7.03)	2	51 - 90 20 - 35.5 PS. 1.06	64 25 500 105	100 25 500 105	Claparède frères Argenteuil 1903	Mrs. 1.06	✠	1 C	3.46 11-4	3.00 9-10	2 45	4.16 1613	150 114 8-114	Claparède frères Argenteuil 1903	Paris 03	
21	Gournay & Co	✠	Triple (7.07)	3	33 - 56 - 91 13 - 22 - 36	63 25 530 105	100 25 530 105	Ateliers de France Dunkerque 1907	Dk. 7.07	✠	1 C	3.20 10-6	4.24 13-11	3 45	4.32 1462	136 200	14	Ateliers de France Dunkerque 1907	Dk. 7.07
22	Dampfschiffahrts-Ge- sellschaft « Neptun »	✠	Comp. (7.06)	2	45 - 78 17.7 - 30.6 PS. 7.06	52 20.5 130 98	45 20.5 130 98	Möller & Holberg Stettin 1883	Wes. 7.06	✠	1 C	2.86 9-5	2.96 9-9	2 30	2.80 1022	95 100 6-85	Action-Gesellschaft « Weser » Bremen 1899	Wes. 7.06 p.c. 7.06 v.c. 7.06	
23	Hernsheim & Co (a Matupi)	•	Comp. (2.02)	2	36 14 PS. n. 10.03	41 16 60	100 16 60	.....	Syd. 4.07	•	.....	gasoline engi	ne	.....	.....	.....	.....	Syd. 4.07 v.c. 4.07	
24	Rotterdamsche Lloyd (W. Ruijs & Zonen)	✠	Qu. Exp. (1.07)	4	61-91.4-122-190 24 - 36 - 48 - 75 PS. 1.07	107 42 1500	450 42 1500	Maatschappij de « Schelde » Flessingue 1892	Rd. 1.07	✠	2 C	5.79 19-0	3.96 13-0	• 176	16.37	14 200	Maatschappij de « Schelde » Flessingue 1892	Rd. 1.07 p.c. 1.07 v.c. 1.07	



GEN

GEN																
SPECIAL SURVEY	SHIPS AND CAPTAINS		CLASSIFICATION	RIG	NUMBER OF DECKS	TUNNAGE	FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS	LENGTH	BREADTH	DEPTH	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND															
	DATE OF TERM															
+	25	GEESTEMÜNDE, Hett- ELECTR. meyer. (10.06) Petrol. in bulk	I	3,3,1,1,1	6 3/4 12 P-T	2573 1788 2663	Aut	86	St W & Armstrong München & Co Low-Walker	A-F 10 1/2 comp; R.A. & R. 700; WB.E. & Borden; WT 2000; A. 2240; C.A. 940; 1 p.A. 1 p.F; grp. 00; rp- car. 10.06.	111-37 100-31-3	30-4	.....	Geestemünde	Hog 10.06	
.	26	GEFION, Holst. (9.07) ELECTR.	II	3/3, I 1.1.	2 m	362 194 295	Dan	74	Burmester & Wain Copenhagen	Frank: 4 comp; alg 91; grp. 02; car. 8.07.	58.67 192-6	7.03 23-1	3.10 10-2	.....	Copenhagen	Cph. 9.07
.	27	GEISTA (ex-Pensee), ..... ELECTR. (5.02) Yacht de rivière.	I	— —	1 m	22 12	Frq	89	H. Labat Bordeaux	A: hgl: 3 comp.	28.75 94-4	3.17 10-5	1.00 3-3	.....	Paris	Paris 02
+	28	GELDERLAND, Deman. ELECTR. (12.05) Drague.	I	3,3,R 1.1.	1 m	1533 943	Blg	05	L. Smit & Zoon Kinderdijk	A: 2 hgl: 14 comp; rp-car. 2.07.	75.00 246-1	12.50 41-0	5.25 17-3	.....	Amvers	Amv. 2.07
+	29	GELLIVARE, Degerholm Turret. 02-06(7.05)	I	3,3,1,1,1	2 m	1570 1590 2098	Sd	05	W. Daxford & Sons Sunderland 130.; 1 p. A; grp. 07; rp-car. 11.07.	A: hgl: 5 comp; D. 6m30; 11 0m30; WB. 2000; A. 1000; R. 1000; C.A. 1000; 1 p. A; grp. 07; rp-car. 11.07.	85.47 280-5	11.75 33-7	5.79 17-0	105 1/2 109 1/2	Stockholm	N.C. 11.07
.	30	GEM, Jeune. (5.04)	I	3,3,1,1,1	1 P-B	1602 792	Aut	57	Reaumur & Co South-Shields	A-F 10 1/2 comp; 1 p. D 24-74; D South-Shields 6-28; R. 34-44; 1 p. 8-60; WB. 2000; 519 t.; 1 p. A; grp-car. 11.05.	85.34 280-5	11.78 33-7	5.56 17-3	.....	Newcastle T	N.C. 11.05
.	31	GEMELLI, ex-Tento, Ju o- na. (9.05)	II	3,3,G 1.1.	1 P-B	2861 650	It	79	S. G. G. & Co Newcastle T.	F 10 1/2 comp; 1 p. D 20m; G 6m10; WB. 2000; A. 1000; R. 1000; 1 p. A; grp-car. 2.07.	60.00 190-5	8.60 28-1	4.98 16-4	.....	Catane	Itst. 4.07
.	32	GENERAL, ex-Salatiga, ELECTR. .... (9.94)	I	— —	G. 1 2 P-B	1480 1959	Aut	94	St W & Armstrong München & Co Newcastle T.	A 30-7 comp; D 10m; R. 34m70; WB. 2000; A. 1000; R. 1000; 1 p. A; grp-car. 11.05.	90.87 298-2	12.35 40-10	7.62 25-0	.....	Hamburg	Hog 94
+	33	GENERAL, .... (8.02)	I	— —	....	65 42	Frq	02	Berlin Freres Bezons	A: 10 1/2 comp, R.	22.00 72-2	4.20 13-9	1.60 5-3	.....	Paris	02
+	34	GENERAL-CHANZY, Barthelemy. (4.03) ELECTR. 86-90	I	3,3,M 1.1.	G. 1 3 P-S	2212 1001	It	77	St. N. & Co St-Nazaire	A 10 1/2 comp; 1 p. D 20m; R. 34m70; WB. 2000; A. 1000; R. 1000; 1 p. A; grp-car. 2.07.	105.61 340-7	10.94 36-0	4.76 16-8	.....	Marseille	Mrs. 5.06
+	35	GENERAL-GALLIENI (ex- Ville-de-Bahia), Augus- tini. (5.04)	I	3,3,L 1.1.	G. 1 2 P-B	1455 1330	Frq	76	St. N. & Co de la Méditerranée La Seyne	F 10 1/2 comp; 1 p. D 20m; R. 34m70; WB. 2000; A. 1000; R. 1000; 1 p. A; grp-car. 2.07.	84.60 278-7	8.7 36-0	4.76 12-6	.....	Rouen	Ctr. 9.05
+	36	GENERAL-GURKO (Magnus), Puckne. (9.06) 85-00	I	3,3,L 1.1	1 P-B	1570 800	Rus	84	St. N. & Co Helsingfors	F 10 1/2 comp; 1 p. D 20m; R. 34m70; WB. 2000; A. 1000; R. 1000; 1 p. A; grp-car. 2.07.	72.20 240-7	10.50 34-0	5.20 17-3	.....	Riga	Riga 7.07

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES							BOILERS										LAST SURVEY OF BOILERS	
			DESCRIPTION	DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS		LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS		
						DIAMETERS IN CENTIMETERS IN INCHES				PORT AND DATE of CONSTRUCTION				Diamet.   Length IN METERS IN FEET AND INCHES		NUMBER grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet		PORT AND DATE of CONSTRUCTION		
19	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
25	Deutsch-Amerika- nische Petroleum- Gesellschaft	✠	Tr. Exp. (10.06)	3	58-94-152 23-37-60 PS.n.01; v.10.06	99 39	250 1550 85	Wallsend Slipway & Engs Co Ld Newcastle o/T. 1890	Hbg. 10.06	✠	2 C	4.21 13-10	3.39 11-1	6	9.19 99	368 3967	11.2 160 11.2-160	Wallsend Slipway & Engs Co Ld Newcastle o/T. 1890	Hbg. 10.06 p.c.10.06 v.c.10.06		
26	Dampskibsselskabet Öresund (J. D. Krog)	.	2 Comp. (9.07)	4	2x56x62-127 2x22x24.5-50	107 42	149 510 37	Burmeister & Wain Copenhagen 1874	Cph. 9.07	✠	1 C	4.27 14-0	3.35 11-0	3	6.15 66	200 2146	6.3 90	Helsingfors Maskin- byggeri Elseneur 1902	Cph. 9.07 v. c. 9.07		
27	L. Turgan	.	Tr. Exp. (5.02)	3	13.5-21-35 5.5-8.5-13.7	20 8		H. Labat Bordeaux 1889	.....	.	1	Système Turgan		1	0.89 9.5	23.40 252	15 218	Turgan & Foy Levallois-Perret 1902	Paris 02 v.c. 02		
28	H. W. Ackermans & H. Van Haaren	✠	2 Triple (12.05)	6	37-58-95 14.5-23-37.5	56 22		L. Smit & Zoon Kinderdijk 1905	Rd. 12.05	✠	2 C	4.60 15-1	3.14 10-4	6	11.40 123	400 4301	12.5 178	L. Smit & Zoon Kinderdijk 1905	Rd. 12.05		
29	Trafikaktiebolaget Grangesberg-Oxelö- sund (P. Tham)	✠	Tr. Exp. (6.05)	3	53-80-145 21-35-57 PS.11.07	99 39	215 950 64	W. Duxford & Sons Ld Sunderland 1905	N-C. 11.07	✠	2 C	4.12 13-6	3.20 10-6	4	7.24 78	320 3449	11.2 160 6.3-90	W. Duxford & Sons Ld Sunderland 1905	N-C. 7.05		
30	Clapham Steamship Co Ld (G.E. Macarthy)	.	Tr. Exp. (5.04)	3	55-91.4-150 21.5-36-59 PS. 04; v. 05	99 39	215 1000 60	J. Readhead & Sons South-Shields 1887	N-C. 11.05	.	2 C	4.12 13-6	2.90 9-6	6	8.92 96	298 3204	11.2 160 5.6-80	J. Readhead & Sons South-Shields 1887	N-C. 05 p.c. 05 v.c. 04		
31	Munzone, Mineo & Co	.	Comp. (9.05)	2	66-122 26-48 PS. 10.03	76 30	90 450	Hawks Crawshaw & Co Gateshead 1873	Gln. 10.06	.	1 C	4.42 14-5	3.20 10-5	3			5.27 75	..... Havre 1884	Trst. 2 07 p.c. 2.07 v. c. 9.05		
32	Deutsche Ost-Africa Linie	.	Tr. Exp (9.94)	3	66-107-175 26-42-69	114 45	1700 75	Wallsend Slipway & Engineering Co Newcastle o/T. 1890	.....	.	2 C	4.65 15-3	3.35 11-0	8	13.38 144	483 5200	11.2 160	Wallsend Slipway & Engineering Co Newcastle o/T. 1890	Hbg. 94 v.c. 94		
33	Messageries Françaises de Madagascar (à Pa- ris)	✠	..... (8.02)	2	28 11	92 36	90 50	H. Brulé & Co Paris 1902	.....	✠	1 Bigot	1.40 4-7	1.65 5-5	1	17	537	8 121	Bertin frères Bezons 1902	Paris 02		
34	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (4.03)	3	84-130-211 33-51-83 PS. 6.05	124 48.7	900 3600 90	Cie Générale Trans- atlantique St-Nazaire 1892	Mrs. 6.05	✠	4 C	4.10 13-5	3.45 11-4	12	18 96 204	722 7763	11.5 164 4.2-57	Ateliers de St-Na- zaire St-Nazaire 1903	Mrs. 03 v.c. 03		
35	A. Artaud (Marseille)	.	Comp. (5.04)	2	75-160 29.6-63 PS. 5.04	84 33	170 750	Société nouvelle des Forges & Chantiers Marseille 1872	Alg. 04	.	2 C	3.20 10-6	3.00 9-10	4	6.84 74		5.5 78 5.5-78	..... Marseille 1895	Alg. 04 v. c. 04 p.c. 04		
36	Gebrüder Seeberg	✠	Comp. (7.07)	2	81-152 32-60 PS. 7.07	91.4 36	160 800	Lobnitz & Co Renfrew 1884	Riga 7.07	✠	3 C	3.89 12-9	2.97 9-9	4	7.80 84		5.27 75	Lobnitz & Co Renfrew 1884	Riga 7.07 p.c. 7.07 v.c. 7.07		

SURVEILLANCE SPECIALE		NAVIRES & CAPITAINES			CLASSIFICATION	CREMANT	NOMBRES DE PONTS	TONNAGE		PAVILLON	ANNEE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIEAUX PROPULSEUR — COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE FORT WATERALLAST, PONTS RÉPARATIONS		RANGEMENT EN PIEDS A POUTRES				PORT	LIEU DE DATE DE VISITE
1	2	3	4	5				6	7				8	9	10	11	12	13		
✦	37	GENERAL-KOUROPATKINE ..... (5.02) ELECTR.	I	—	—	2 m. 2 P	560 532 649	Rss	02	St <sup>e</sup> John Cockerill Hoboken Anvers,	A: 2 hél; 6 comp; D 12m60; R. 14m50; G. 14m; (WB. cell. 203 t.); 2 p. PP	170.31 8.56 4.17 230-8 26-1 13-8								
	38	GENERAL-LEPLUS, ..... (9.01)	II	—	—	—	5	Frç	01	Amblard & Co Dieppe	A; hél; 4 comp.	15.80 3.00 0.88 31.10 9.10 2-11								
	39	GENERAL-RADETZKY (ex-Thomas-Wilson), Lengsdin. (1.07)	II	3 3, G A & C P	1.1. 1 P-B	Glt 1 P-B	1377 722	Rss	70 V.07	C. W. Earle Hull	F; hél; 5 comp; 1 D. 44m19; G. 10m97; 1 p. F; grp-car. 1.07.	177.11 10.41 5.23 252-0 34-2 17-2								
✦	40	GENERAL-SILVERIO, Zander. (10.98)	I	—	—	Ptg	77 2 60	Ptg	98	R. Holtz Harburg	A; hél; 6 comp; R. 3m70; G. 4m.	23.87 5.06 2.36 78-4 16-7 7-9								
✦	41	GENERAL-SUROWZOW, Onno. (8.02) Remorqueur.	I	—	—	1 m.	12 00	Rss	02	Lange & Sohn Riga	A; hél; 5 comp; p. P. & A.	18.00 4.88 2.60 59-1 16-0 8-6								
✦	42	GENERAL-ZIMMERMANN (ex-Dan), Behr. (6.06) 88-03	I	3 3, L A & C P	1.1. 1 P-B	G 3m 1 P-B	1557 964 1151	Rss	82 V.06	Lobnitz & Co Renfrew	F; hél; 6 comp; D. 49m35; G. 8m84; (WT. M. 384 t.; C. R. 20 t.); 1 p. F grp. 88. 82; rp-car. 5.07.	74.90 10.40 5.25 245-9 34-2 17-3								
✦	43	GENESEE (ex-Darial), ELECTR. Albrethsen (10.05)	I	3 3, L A & C P	1.1. 2 P-T	G 3m 2 P-T	2880 1834 2718	Ang	89 V.05	Sir W. G. Armstrong Mitchell & Co Low-Walker	A-F; hél; 13 comp; pétrol. tanks; R. 20m12; G. 2m74; WB. E. & B. 160 t. WT. N. 460 t.; C. N. 140 t.; 2 p. A; rp.07; car. 7.07.	94.5 12.2 8.54 310-0 40-2 28-3								
✦	44	GENKAI-MARU, Ishikawa. (1.03)	II	—	—	Glt 2 P-H	1409 874 1162	Jap	91 V.00	Napier Shanks & Bell Glasgow	A; hél; 6 comp; avoningsd; R. 24m39; R. 15m77; G. 7m69; 1 G. 250 t. (WB. cell. 265 t.; C. V. 35 t.; C. R. 20 t.; WT. R. 205 t.); 1 p. A; 1 p. T; rp-car. 1.03	71.62 10.13 6.15 214-4 31-5 13-2								
	45	GENUA (ex-Balcarrès), Rehbock. (8.93)	I	—	—	Glt 1 P-B	1404 882 1165	Alm	77 V.93	Barrow Shipbuilding Co Barrow	F; hél; 6 comp; 1 p. 26m; G. 10m40; 1 p. F; rp. 91; car. 7.93.	76.24 9.76 6.13 250-5 32-0 20-2								
✦	46	GEORG, Jürgensen. (6.93) ELECTR.	I	—	—	Glt	938 574 693	Alm	89 V.93	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock	A; hél; 5 comp; vella; 1 D 23m16; R. 15m77; G. 7m69; (WB. cell. 250 t.); C. R. 15 t.; 1 p. A; car. 1.96.	65.36 9.61 4.02 214-4 31-5 13-2								
✦	47	GEORG-FAHN, Köhn. ELECTR. (10.93)	I	—	—	Glt	1081 674 930	Alm	93	Action-Gesellschaft « Neptun » Rostock	A; hél; 5 comp; R. 15m19; G. 6m78; (WB. cell. 333 t.; C. R. 60 t.); 1 p. A; rp. 94; car. 4.96.	71.02 10.44 5.15 233-0 34-3 16-10								
✦	48	GEORGE-B.-L. BONARD. ELECTR. .... (3.03)	I	3 3, Lakes	1.1 1 P-B	Glt 1 P-B	4087 2844	Amr	03	Chicago Shipbuild- ing Co Chicago	A; hél; 5 comp; (WB. cell.); R. R.; 1 G.	115.82 15.24 7.17 380-0 50-0 23-6								

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										SURVEILLANCE SPECIALE	DATE DE VISITE DES CHAUDIÈRES					
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES											
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES								Diamèt.   Long.															
														EN MÈTRES EN PIEDS ET POUCES															
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38										
37	Cie Caucase & Mercure	✠	2Tr. Exp. (5.02)	6	42 - 63 - 95	65			Soc. John Cockerill Seraing 1902	.....	✠	3 C	3.50 11-6	3.11 10-2	6	13.20 142	498 5355	11.5 169	Soc. John Cockerill Seraing 1902	Av. 02									
38	Cie de la Haute N'Gou- nié	.	Comp. (9.01)	2	17 - 31 7 - 12	25 10	45		Amblard & Co Dieppe 1901	.....	.	1 C	1.45 4-9	0.57 1-11	1	0.78 8	—	10.5 150	Amblard & Co Dieppe 1901	Dp. 01									
39	Gebr. Seeberg	.	Comp. (1.07)	2	81 - 152 32 - 60 PS. n. 04; v. 1. 07	84 33	570 60		Amos & Smith Hull 1870	Got. 1.07	✠	2 C	3.96 13-0	2.74 9-0	6	7.11 76	227 2450	6.3 90	A. F. Craig & Co Ltd Paisley 1904	Got. 1.07 v.c. 1.07									
40	Gouvernement Portugais	✠	Comp. (11.98)	2	26 - 47 10.2 - 18.5	32 12.7	200 200		R. Holtz Harburg 1898	.....	✠	1 C	2.60 8-6	2.77 9-1	2	2.94 30	82 853	11.5 165	R. Holtz Harburg 1898	Hbg. 98									
41	Oelselsches Ländrath Collegium	✠	Comp. (8.02)	2	24 - 42 9.5 - 16.5	33 13	120 200		Lange & Sohn Riga 1902	.....	✠	1 C	2.06 6-9	2.68 8-10	1	1.47 16	50 537	9.84 140	Lange & Sohn Riga 1902	Riga 02									
42	Gebr. Seeberg	✠	Comp. (6.06)	2	81 - 152 32 - 60 PS. 5.97	91.4 36	160 650		Lobnitz & Co Renfrew 1882	Riga 5.07	✠	2 C	3.66 12-0	2.96 9-9	4	7.80 84	199 2147	5.27 75 2.8-40	Lobnitz & Co Renfrew 1882	Riga 5.07 v.c. 6.06									
43	Anglo-American Oil Co Ltd (James M'Donald)	✠	Tr. Exp. (10.05)	3	58 - 94 - 152 23 - 37 - 60 PS. n. 7.07	99 39	250 1200 75		Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1889	Jan 7.07	✠	2 C	4.42 14-6	3.35 11-0	6	11.70 126	383 4120	10.5 130 7-100	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1901	Jan 7.07 v.c. 7.07 v.c. 10.05									
44	Nippon Yusen Kabas- hiki Kaisha	✠	Tr. Exp. (1.03)	3	46 - 76 - 122 18 - 30 - 48 PS. 1.03	84 33	150 1200 110		J. & J. Thomson Glasgow 1891	.....	✠	1 CD	4.11 13-6	4.88 16-0	6	9.75 105	238 2556	11.2 160 11.2-160	J. & J. Thomson Glasgow 1891	Kobé 03 v.c. 03									
45	Rob. M. Sloman Jr	.	Tr. Exp. (8.93)	3	48 - 76 - 132 19 - 30 - 52	91 36	150 600 150		Barrow Shipbuild- ing Co Barrow 1877 transformée 1889	.....	.	2 C	3.81 12-6	3.05 10-0	6	6.69 72	243 2612	11.2 160	John Dickinson Sunderland 1889	Hbg. 93 v.c. 93									
46	H. Schuldt	✠	Tr. Exp. (6.93)	3	35 - 57 - 100 13.8-22.5-39.3	80 31.6	105 420 75		Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock 1889	.....	✠	2 C	2.74 9-0	2.89 9-5	4	3.60 39	115 1561	11.5 165	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock 1889	Flsb. 93 v.c. 93									
47	H. Podelus	✠	Tr. Exp. (10.93)	3	35 - 57 - 93 13.7-22.5-36.6	70 27.6	420 110		Action-Gesellschaft « Neptun » Rostock 1893	.....	✠	1 C	3.86 12-8	3.25 10-8	1	3.52 38	152 1635	11.5 165	Che Vulcan Stettin 1893	N.-C. 96									
48	United States Trans- portation Co	✠	Tr. Exp. (3.03)	3	56 - 89 - 147 22-35-58	107 40	1800 85		Chicago Shipbuild- ing Co Chicago 1903	.....	✠	2 C	4.00 13-2	3.59 11-6	6	8.18 88	399 4292	12 170	American Shipbuild- ing Co Cleveland 1903	Clv. 03									



SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG		NUMBER OF DECKS		TONNAGE		FLAG		YEAR OF BUILDING		BUILDERS		MATERIALS		LENGTH		BREADTH		DEPTH		PRE- SUMMER WINTER W.N.A. in inches		PORT OF REGISTRY		LAST SURVEY	
		DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND										T. R. U.						PORT OF BUILDING		PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS		IN METERS IN FEET & INCHES		IN METERS IN FEET & INCHES		IN METERS IN FEET & INCHES							
		DATE OF TERM																															
																												</					

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		ENGINES										BOILERS										LAST SURVEY				
		SPECIAL SURVEY	DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS					BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE		MAKERS			PORT AND DATE of CONSTRUCTION		
					NUMBER	DIAMETERS		STROKE	Horse power nominal						REVOLUTIONS	Diamet.	Length	NUMBER	square surface in sq. feet	heating surface in sq. feet					PS. per sq. inch	Main Boiler
						IN CENTIMETERS																				
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
49	Aktieselskabet Dampskibet « George Du-mois » (S. M. Kuhnle & Son)		Triple (3.06)	3	41-66-102 16-26-40	76 30	88	Hutson & Corbett Glasgow 1890	N-O.3.06		1 C	4.27 14-0	3.35 11-0	3				10.5 150 3.5-50	Hutson & Corbett Glasgow 1890	N-O.3.06 v.c.3.06						
50	Adams Transportation Co	✠	Tr. Exp. (4.03)	3	53-86-147 21-34-58	102 40	1400 85	Craig Shipbuilding Co Toledo 1903		✠	3 C	3.50 11-6	3.50 11-6	6	12.65 136	537 5772	12.3 173		Marine building Works Co Toledo 1903	Clv. 03						
51	Canada Atlantic Transit Co	✠	Tr. Exp. (5.96)	3	51-84-137 20-33-54	102 40	1000	Cleveland Ship-building Co Cleveland 1896		✠	2 C	3.76 12-4	3.81 12-6	4	9.66 104	336 3622	11.9 170		Cleveland Ship-building Co Cleveland 1896	Che. 96						
52	Oregon Railroad & Navigation Co		Tr. Exp (11.06)	3	58-86-142 23-34-56 PS.n.8.04	91.4 36	1300	Union Iron Works San-Francisco 1889	Prtl. 11.06		2 C	3.96 13-0	3.50 11-6	6			10.9 155		Union Iron Works San-Francisco 1889	Prtl. 11.06 v.c.11.06 p.c.11.06						
53	Fr. Gredy (à Bordeaux)		Comp. (7.06)	2	45-76 18-30 PS.7.06	42 16.5	65 250 170	de la Brosse & Fouché Nantes 1898	L-R.7.06		1 C	2.93 9-8	3.09 10-2	2	3.43 37	90 968	7 100		de la Brosse & Fouché Nantes 1898	L-R.7.06 v.c.7.06						
54	Hamburg-Amerik. Pack- etf. Act. Ges.	✠	Tr. Exp (4.95)	3	61-99-163 24-39-64	107 42	241 1450 79	Barclay, Curle & Co Ld Glasgow 1891		✠	2 CD	3.81 12-6	4.88 16-0	8	13.60 146	420 4516	11.4 163		Barclay, Curle & Co Ld Glasgow 1891	Hbg 97 v.c.95						
55	Det Forenede Damp- skibs-Selskab	✠	Tr. Exp. (2.04)	3	46-76-123 18-30-48 PS.2.07	91.4 36	138 850	Burmeister & Wain Copenhagen 1888	Cph. 2.07	✠	2 C	3.50 11-6	2.90 9-6	6	7.90 85	202 2180	10.5 150		Burmeister & Wain Copenhagen 1888	Cph. 2.07 p.c.2.07 v.c.2.07						
56	Société Anonyme des Pêcheries à Vapeur		Tr. Exp. (9.04)	3	29-48-78 11-19-31 PS.n.9.04	55 22	400 132	Société Marcinelle & Couillet Couillet 1899	Av. 04	✠	1 C	3.27 10-9	3.00 9-10	2	2.70 30	100 1075	12 170		Riley Bros Stockton/Tees 1899	Av. 04 v.c.04						
57	Dampskibs-Selskabet « Vesterhavet » (J. Lauritzen)	✠	Triple v. (11.06)	3	36-57-94 14-22.5-37	61 24	79 440 92	Kjöbenhavn's Skibs- vaerft Copenhagen 1906	Cph. 11.06	✠	2 C	2.92 9-7	2.89 9-6	4	3.72 40	121 1300	12.6 180		Kjöbenhavn's Skibs- vaerft Copenhagen 1906	Cph. 11.06						
58	Cie Française de Navi- gation à Vapeur (Cyp. Fabre & Co)	✠	Comp. (9.04)	2	91.4-172 36-68 PS.5.07	114 45	375 1500	Scott & Co Greenock 1884	Mrs.5.07	✠	2 CD	3.70 12-2	5.30 17-5	8	17.50 191	485 5222	6 85 6-85		Ateliers de Provence Marseille 1904	Mrs. 04 v.c.04 p.c.04						
59	Kölnische Tiefbau Ge- sellschaft	✠	2 Tr. Exp. (4.03)	3	29-43-65 11.5-17-25.5 24-35-52 9.5-14-20.5	55 22 39 12	125 400 40 150 200	Gebr. Stork & Co Hengelo 1903		✠	2 C	3.07 9-10	3.03 9-11	4	6.48 70	192 2067	10.5 150		Gebr. Stork & Co Hengelo 1903	Am. 03						
60	Cie Française de Navi- gation à vapeur Cyp. Fabre & Co	✠	Tr. Exp. (1.07)	3	97-150-230 38-59.5-90.5 PS.1.07	130 51	1125 4500 80	Ateliers de Provence Marseille 1903	Mrs.1.07	✠	6 C	4.81 15-9	3.28 10-9	8	44.75 481	1470 15802	11.25 160 7-100		Ateliers de Provence Marseille 1903	Mrs.1.07 p.c.1.07 v.c.1.07						

SURVEILLANCE SPICALE	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATERIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	FRANC ET BORD HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T. R. U.	PORT DE CONSTRUCTION			COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS									
	DATE DU TERME																				
	1	2	3	4	5	6								8	9						
✠	61	GERRIT, Heeren. (4.02) Remorqueur.	■	—	—	1 m	121 53	Alm	02	L. Smit & Zoon Kinderdijk	A; hél; 6 comp; 1 p. A.	31.70 101-0	6.15 20-2	3.28 10-9	.....	Dusseldorf	Rd.	03			
.	62	GHARBIEH (ex-Magnet), Cassar. (6.05)	■	3/3, G	1.1.	63m 2 P	597 313	Ang	69 V.05	John Horn Waterford	F; hél; 5 comp; D; R; M; G; 2 p. b. 96; rp. 03; car. 9.07.	39.53 195-4	9.75 32-0	4.11 13-7	.....	London	Alx.	9.07			
.	63	GIBEL-DERSA (ex-Mastiff), Watkins. (6.07)	■	3/3, G	1.1.	2 m	890 353 690	Ang	78 V.07	J. & G. Thompson Glasgow	F; hél; comp; D. 37m80; G. 13m41; rp-car. 6.07.	70.22 230-5	9.24 30-1	4.52 14-10	.....	Gibraltar	Gbr.	6.07			
.	64	GILBERT (ex-Sascha), Testulat. (2.07) 95 - 07	■	3/3, G	1.1	2 m 2 P-B	752 355 705	Fre	91 V.07	B. Wencke Söhne Hamburg	A; hél; 4 comp; avingnd; (WB. N. 40 t; R. 33 t; C. N. 40 t.); 2 p. A; rp-car. 2.07.	51.27 174-9	8.65 26-5	5.79 19-0	.....		Ld.	2.07			
✠	65	GIUSEPPE-P., Petrutsi (4.05)	■	3/3, P A.&C.P.	1.1.	2 m hsc	486 283	Rss	05	Howaldtswerke Kiel	A; 2 hél; 5 comp; 1 D. 16m.	57.30 188-0	9.14 30-0	2.72 8-11	.....	Rostow s/Don	Kiel	5.05			
.	66	GLADSTONE, Törngren. (9.05)	■	3/3, P	1.1.	Gls	193 127 153	Sds	01 V.03	C. A. Lundahl Dälsbacka	A; hél; 3 comp; D. 8m54; G. 3m65; (WB. C. N. 9 t.); G-E; 1 p. A; rp-07; car. 3.67.	30.60 100-5	6.74 22-1	3.38 11.1	.....	Malmö	Mlm.	3.07			
✠	67	GLANEUSK, Floch. (6.01)	■	—	—	Glt	148 69	Fre	88 V.01	N. Hall & Co Aberdeen	A; hél; 5 comp; 1 D. 4m27; R. 3m05; G. 3m66; (WB. C. N. 20 t.); 1 p. A; 1 p. P; rp-car. 6.01.	28.9 95-0	6.1 20-1	2.36 7-9	.....	Brest	Brst.	01			
✠	68	GLENAEN, . . . . (4.04) Turret.	■	3/3, L A.&C.P.	1.1.	2 m 1 P-B	3227 2065 2683	Ang	01	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 7m08; G. 11m10; (WB. cell. 812 t.; C. R. 10 t.); rp-car. 2.07.	101.2 332-1	14.20 46-7	6.73 22-1	125 129	Whitby	Card.	2.97			
✠	69	GLENESK, Hurst. (2.06) Turret. 81 - 06	■	3/3, L A.&C.P.	1.1.	2 m	3286 2093 2701	Ang	06	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 7m11; G. 11m10 (WB. cell. 812 t.; C. R. 10 t.); 1 p. A; car. 10.06.	101.19 332-0	14.20 46-7	6.73 22-1	123 1/2 127 1/2	Whitby	Hbg	10.06			
✠	70	GLÜCKAUF, Westerlund. ELECTR. 84-06 (5.05)	■	3/3, G A.&C.P.	1.1.	Glt	359 187 268	Sds	89 II 205	Cie Vulcan Stettin	A; hél; 5 comp; welld; 1 D. 12m; R. 12m16; G. 4m85; (WB. E. & B. 27.5 t.; C. N. 20 t.; C. R. 4 t.); 1 p. A; car. 4.07; rp 07.	42.76 140-3	7.12 23-4	3.64 11-9	.....	Karlskrona	Wes.	9.07			
✠	71	GLYG (ex-Saint-Alban), Iversen. (5.98)	■	— P. R.	—	Glt	358 205 268	Nrw	89 V.98	Motala Filial Oscarshamn	A; hél; 5 comp; welld; 1 D. 14m60; R. 10m40; G. 3m20; (WB. E. & B. 65 t.; C. N. 9 t.; C. R. 5.5 t.); p P; rp-car. 5.00	40.40 132-7	7.10 23-4	3.90 12-10	.....	Hangesund	Brg.	00			
✠	72	GOBERNADOR-FREYRE, Van Duyn. (9.05) Remorqueur.	■	3/3, P A.&C.P.	1.1.	1 m	85	Arg	05	A. F. Smulders Schiedam	A; hél; 5 comp; 1 p. T.	21.35 70-0	5.50 18-0	3.05 10-0	.....	Santa-Fé	Rd.	9.05			

N. B. Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES					
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE		ENVELOPPE		FOYERS		PRESSION Chaud. suvil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION										
						DIAMÈTRES								Diamèt. Long.		NOMBRE	surdegtille en mèt. carr. en pieds carrés												
						EN CENTIMÈTRES EN POUCES								EN MÈTRES EN PIEDS ET POUCES															
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38										
61	Gebr. Goedhart	✠	Tr. Exp. (4.02)	3	30 - 43 - 76 12 - 17 - 30	46 18	350 160	L. Smit & Zoon Kinderdijk 1902	.....	✠	1 C	3.66 12-0	3.20 10-6	2	3.63 39	106 1250	-	Koninklijke Mij de Schelde Flessingue 1902	Rd. 02										
62	Khedivial Mail S. S. & Graving dock Co Ltd	.	Comp. 6.05	2	79 - 135 31 - 51 PS. 6.05	84 83	150 600	London & Glasgow Shipl. & Engin. Co Glasgow 1869	Alx. 9.07	.	2 C	3.35 11-0	3.05 10-0	6	10.03 108	-	4.6 05 3.5-50	London & Glasgow Shipl. & Engin. Co Glasgow 1890	Alx. 9.07 v.c. 6.05 p.c. 6.05										
63	M. H. Bland & Co Ltd	.	Comp. (6.07)	2	95-170 37.5-67 PS. 6.07	122 48	220 64	J. & G. Thompson Glasgow 1878	Gbt. 6.07	.	2 CD	3.80 12-6	4.57 15-0	12	18.13 195	436 4600	5.2 75	Fairfield Shipbuild- ing Co Govan 1891	Gbt. 6.07 v.c. 6.07										
64	L'Union Commerciale Indo-Chinoise (à Paris)	.	Comp. (2.07)	2	40-76 15.5-30 PS. 2.07	55 21.5	350	B. Wencke Söhne Hamburg 1901	Ld. 2.07	.	1 C	3.20 10-6	2.91 9-6	2	2.80 30	106 1141	8.3 118	B. Wencke Söhne Hamburg 1903	M.s. 4.07 v.c. 2.07										
65	E. M. Friedeberg	✠	2Tr. Exp. (4.05)	6	23 - 38 - 62 9 - 15 - 24.5	35 14	350 170	Howaldtswerke Kiel 1905	Kiel 5.05	✠	1 C	3.15 10-4	3.07 10-1	2	3.48 37	114 1224	12.5 178	Howaldtswerke Kiel 1905	Kiel 5.05										
66	Axel Ödmann	.	Comp. (9.05)	2	24 - 53 9.5 - 21 PS. n. 9.05	34 13.5	25 100 140	Wilhelmbergs Mek. Verkstad Gothembourg 1901	Mim. 4.07	.	1 C	2.27 7-6	2.19 7-2	1	1.16 12.5	30.56 324	8.8 125	Wilhelmbergs Mek. Verkstad Gothembourg 1901	Mim. 4.07 v.c. 9.05										
67	Chevillotte freres	✠	Comp. (6.01)	2	38 - 76 15 - 30	51 20	40 160	A. Hall & Co Aberdeen 1888	.....	✠	1 C	2.93 9-8	2.65 8-8	2	2.80 30	74.40 800	7 100	de la Brosse & Fou- ché Nantes 1901	Nt. 01 v.c. 01										
68	Glenae Steamship Co Ltd (Milburn, Lund & Co)	✠	Tr. Exp. (4.04)	3	61 - 99 - 162 24 - 39 - 64 PS. 12.05	107 42	287 1250 65	W. Doxford & Sons Ltd Sunderland 1904	Rd. 05	✠	2 C	4.80 15-9	3.20 10-6	6	9.60 103	436 4694	11.2 160 5.6-80	W. Doxford & Sons Ltd Sunderland 1904	Rd. 05										
69	Glenesk Steamship Co Ltd (Milburn, Lund & Co)	✠	Triple (2.06)	3	61 - 99 - 162 24 - 39 - 64 PS. 10.06	107 42	287 1250 65	W. Doxford & Sons Ltd Sunderland 1906	Hdg 10.06	✠	2 C	4.80 15-9	3.20 10-6	6	9.60 103	436 4694	11.2 160 5.6-80	W. Doxford & Sons Ltd Sunderland 1906	N-C. 2.06										
70	Rederi Aktiebolaget « Glückauf » (A. J. Wolf)	✠	Comp (5.05)	2	47 - 100 18.5 - 39.3 PS. n. 6.07	50 19.6	60 260 90	Cie Vulcan Stettin 1889	Rd. 6.07	✠	1 C	3.20 10-5	3.14 10-3	2	3.47 37	105 1130	8 113	Cie Vulcan Stettin 1903	Str. 6.06 v.c. 5.05										
71	Gjordsø & Bakkevig	.	Tr. Exp. (5.98)	3	28.5 - 46.3 - 74 11.4-18.2-29.2	49.5 19.4	50 200	Motala Mekaniska Verkstad Motala 1889	.....	.	1 C	2.51 8-3	2.67 8-9	2	1.77 19	-	11.2 160	Motala Mekaniska Verkstad Motala 1889	Stvg. 06 v.c. 98										
72	Gobierno de la Provin- cia de Santa-Fé	✠	Comp. (9.05)	2	38 - 76 15 - 30	40 16	250 150	A. F. Smulders Schiedam 1905	Rd. 9.05	✠	1 C	3.15 10-4	3.20 10-6	2	2.89 31	100 1675	8.3 118	A. F. Smulders Schiedam 1905	Rd. 9.05										



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.			U.	PORT OF BUILDING	PROPELLER							
	DATE OF TERM												WATERTIGHT COMPARTMENTS ERECTOR'S ON DECK WATERBALLAST, DECKS REPAIRS							
	1	2	3				4	5			6	7	8	9	10	11	12	13	14	15
+	73	GOBERNADOR-IRIGOYEN. ELECTR. Stuit. (10.01) Drague.	I	—	—	2 m	210	Arg	01	Werf Conrad Haarlem	A; hél; 6 comp; p. A.	36.00 118-1	6.50 21-4	3.00 9-10	.....	Buenos-Ayres	Am. 01			
+	74	GOËLAND, Bourgain. Chalutier. (9.06)	I	3/3, P A.&C.P.	1.1.	2 m	265	Frç	06	Bonn & Mees Rotterdam	A; hél; 4 comp; (WB. 25 t.); p. PP.	42.00 137-10	6.63 21-9	3.81 12-6	.....	Boulogne- s/Mer	Rd. 0.06			
+	75	GOËLAND, ..... (9.02) Remorqueur.	I	—	—	1 m	55 28	Urg	02	Bertin Frères Bezons	A; hél; 5 comp; R. 3m80.	20.90 68-7	4.70 15-5	2.20 7-3	.....	Montevideo	Paris 02			
+	76	GOENTOER, Le Clercq. ELECTR. (8.06)	I	3/3, L	1.1.	2 m 3 P	5894 3775 4391	P-B	02 V.06	Koninklijke Mij de « Schelde » Flessingue	A; 2 hél. 7 comp; D. 76m50; R. 11m80; G. 21m64; (WB. cell. 483 t.); 2 p. A; 1 p. b; car. 3.07.	129.75 425-9	15.25 50-0	9.45 31-0	.....	Rotterdam	Rd. 3.07			
+	77	GOLIATH, Verscheuren Remorqueur. (7.04)	II	3/3, P	1.1.	Slp	100 65	Blg	70 V.04	Jansen & Schmilins- ky Hamburg	F; hél; 3 comp; p. P; rp.01; car. 7.04.	33.1 108-9	7.3 24-0	3.35 11-0	.....	Anvers	Av. 04			
+	78	GOLO, Orsini. (2.06)	II	3/3, L A.&C.P.	1.1.	2 m 2 P-B-H	1380 576 1231	Frç	06	Swan, Hunter & W. Richardson Ltd Low-Walker	A; hél; 7 comp; awningd.; G. 16m70; (WB. cell. 155 t.); car. 4.07.	80.04 262-7	10.52 34-7	7.22 23-8	12 14½ 16½	Marseille	Mrs. 4.07			
+	79	GOLONDRINA-II, Piaggio. ELECTR. (6.93)	I	—	—	Chl 2 P-H	706 422 439	Arg	93	Mackie & Thomson Glasgow	A; 2 hél; 6 comp; part awningd.; D. 10m90; R. N. 6m09; G. 12m19; 1 p. P; 1 p. PP; car. 3.94.	60.96 200-0	8.54 28-0	3.05 10-0	.....	Buenos-Aires	M-V. 94			
+	80	GOOD-HOPE, Harding. Turret. 91-04 (9.07)	I	3/3, L A.&C.P.	1.1	3 m 1 P-B	3618 2308 3033	Ang	03 V.07	Wm Doxford & Sons Ltd Sunderland	A; hél; 7 comp; D. 8m90; G. 11m20; (WB. cell. 949 t; C. R. 10 t.); rp.07; car. 9.07.	163.63 340-0	15.30 50-2	6.91 22-8	125 129	London	Av. 9.07			
+	81	GORDIPIJA, Clark. (7.99) ELECTR. Drague.	I	—	—	1 m	333 161 317	Rss	99	W. Simons & Co Ltd Renfrew	A; hél; 5 comp; (WB. N. 22 t.); 1 p. PP.	42.67 140-0	8.59 28-2	3.10 10-2	==	S-Petersbourg	Glsq. 99			
.	82	GÖTA (ex-Rishanglys), Persson. (5.05)	II	3/3, G	1.1.	Glt 1 P-B	1128 823 886	Sds	77 V.05	J. Readhead & Co South-Shields	F-A; hél; 5 comp; ½ D. 27m50; R. 15m70; G. 9m70; (WB. R. & N. 150 t); 1 p. F; grp. SS. 98; rp-car. 3.07.	73.80 242-2	9.45 31-0	5.30 17-5	.....	Sölvesborg	Crlh. 3.07			
+	83	GÖTHA, Lundberg. (5.04)	I	3/3, L P.R. A.&C.P.	1.1.	Glt	778 549 523	Sds	95 V.04	Act.-Ges. Neptun Rostock	A; hél; 5 comp; weld.; D. 34m16; R. R. 3m98; R. 6m51; G. 17m55; (WB. cell. 197 t.; C. R. 28 t.; C. N. 20 t.); 1 p. A; grp. 98; rp.05; car. 2.07.	57.76 189-6	8.53 28-0	4.47 14-8	.....	Göteborg	Got. 2.07			
.	84	GOTHIA (ex-Alpha), Lan- ELECTR. dergren. (12.00)	I	3/3, A	1.1.	2 m	612 355 578	Sds	02 V.06	Sté de constructions mécaniques Boulogne s/Mer	A; hél; 4 comp; weld. deck; R; G; (WB. cell. 50 t; C. N. 65 t; C. R. 24 t); rp-car. 12.06.	53.34 175-0	8.37 27-6	4.04 13-3	17 18½ 21	Stockholm	Lbk 6.07			

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BOILERS										LAST SURVEY OF BOILERS	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal indicated in revolutions	BUILDERS PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main boiler. Donkey boiler.	MAKERS PORT AND DATE of CONSTRUCTION		
					DIAMETERS IN CENTIMETERS IN INCHES	NUMBER							Diameter, Length IN METERS IN FEET AND INCHES	NUMBER	Grate surface in sq. meters in sq. feet	Heating surface in sq. meters in sq. feet				
19	20	1	2	3	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
73	Félix Rojas & Co	✠	Comp. (11.01)	2	33 - 53 13 - 21	45 18	45 200 200	Gebr. Stork & Co Hengelo 1901	.....	✠	1 C	2.70 8-10	2.90 9-6	2	3.30 35	80 861	6.33 90	Gebr. Stork & Co Hengelo 1901	Am. 01	
74	F. Courtois & A. Hovelaeque	✠	Triple (9.06)	3	33 - 55 - 89 13-21.5-35	61 24	425 110	Alblasserdamsche Machinefabriek Alblasserdam 1906	Rd. 9.06	✠	1 C	2.76 12-4	3.05 10-0	2	3.53 38	122 1315	12.6 180	Alblasserdamsche Machinefabriek Alblasserdam 1906	Rd. 9.06	
75	Entreprise Générale des Travaux du Port de Montevideo	✠	Comp. (9.02)	2	28 - 50 11 - 19.7	30 12	140 180	H. Brulé & Co Paris 1902	.....	✠	1 C	2.20 7-3	2.81 9-3	1	1.94 21	60 645	9 128	Bertin Frères Bezons 1902	Paris 02	
76	Rotterdamsche Lloyd (W. Ruijs & Zonen)	✠	2 Quad. Exp. (8.06)	8	52-74-100-165 20.5-29-43-65 PS.B.n.3.07 PS.T.n.12.06	114 45	4000 88	Koninklijke Mij De « Schelde » Flessingue 1902	Rd. 3.07	✠	2 CD 2 C	4.27 14-0	6.65 3.53 11-7	18 318	29.57 12876	1187 235 15-8.225	Koninklijke Mij De « Schelde » Flessingue 1902	Rd. 3.07 p.c.8.06 v.c.8.06		
77	Société anonyme de Remorquage à hélice	.	Comp. (7.04)	2	41-81 16-32 PS.n.3.04	41 16	100	Jansen & Schmilin- sky Hamburg 1870	Av. 04	.	1 C	2.82 9-2	2.70 8-10	2	2.68 29	75 806	6 86	Beliard & Fletcher Anvers 1897	Av. 04 v.c.04	
78	Cie Marseillaise de Navigation à Vapeur (Fraissinet & Co)	✠	Triple (3.06)	2	74-114-132-132 29 45 52-52	114 45	3750 105	Swan, Hunter & W. Richardson L <sup>d</sup> Walker-on-Tyne 1906	N-C.3.06	✠	4 C	4.00 13-2	3.51 11-6	12	19.40 209	668 7184	11.2 160 5.6-80	Swan, Hunter & W. Richardson L <sup>d</sup> Walker-on-Tyne 1906	N-C.3.06	
79	N. Mihanovich & Co	✠	2 Tr. Exp. (6.93)	6	33 - 52 - 84 13 - 21 - 33	53 22	130 650	Muir & Houston Glasgow 1893	.....	✠	2 C	3.69 12-1	3.05 10-0	6	11 120	12 170	Muir & Houston Glasgow 1893	Glsq. 93		
80	G. T. Symons & Co	✠	Tr. Exp. (9.07)	3	66 - 107 - 173 26-42-68 PS.n.06; v.9.07	107 42	313 1350 68	Wm Doxford & Sons L <sup>d</sup> Sunderland 1903	Av. 9.07	✠	2 C	4.80 15-9	3.35 11-0	6	9.60 103	456 4906	11.2 160 5.6-80	Wm Doxford & Sons L <sup>d</sup> Sunderland 1903	Av. 9.07 v.c.9.07	
81	Gouvernement Impérial de Russie	✠	Comp. (7.99)	2	42 - 84 16.5 - 33	53 21	45 300 140	Wm Simons & Co L <sup>d</sup> Renfrew 1899	.....	✠	1 C	3.20 10-6	2.89 9-6	2	3.34 36	73.76 794	8.4 120	Wm Simons & Co L <sup>d</sup> Renfrew 1899	Glsq. 99	
82	Sölvesborg Skeppswarf	.	Comp. (5.02)	2	69 - 132 27 - 52 PS.n.5.05	84 33	120 480 67	J. Readhead & Co South-Shields 1877	Grth. 4.06	.	1 C	4.16 13-8	3.45 11-4	3	4.84 52	186 2000	5 71 5-71	..... .....	Grth. 4.06 v.c.5.05	
83	Förnyade Ångfartygs Aktiefelag « Götha » (H. Sternhagen)	✠	Tr. Exp. (5.04)	3	41 - 66 - 107 16 - 26 - 42 PS.2.07	72.6 29	550 95	Act. Ges. Neptun Rostock 1895	Got.2.07	✠	1 C	4.00 13-2	3.26 10-8	2	4.60 49.50	185 1991	11.2 160 5.6-80	Act.-Ges. Vulcan Stettin 1895	Got.2.07 v.c.04 p.c.5.05	
84	Nya Rederiaktiefelaget « Svea » (H. Blomberg)	.	Tr. Exp. (12.06)	3	31 - 50 - 85 12.5 19.5-33.5 PS.12.06	56 23	126 505	Stide Constructions mécaniques Boulogne-s/M. 1902	Lbk.6.07	.	1 C	3.15 10-4	3.66 12-0	2	4.68 50	14 200 7-100	Caillard Frères Le Havre 1902	Lbk.6.07 p.c.6.07 v.c.12.06		

SURVEILLANCE SPECIALÉ		NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX PROPULSEUR				LONGUEUR		LARGUEUR		CREUX		FRANC ETÉ HIVER H.A.N. en pouces		PORT D'ARMEMENT		LIEU et DATE de la DERNIÈRE VISITE	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME								T. R. U.		ANNÉE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				EN MÈTRES		EN PIEDS & POUCES								
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
✠	85	GOTTFRIED, <i>Tofte.</i> (8.07)	II	3/3,G	1.1.	Glt	426 240 323	New	89 207	Bergsund Iron Works Stockholm	A: <i>hél</i> ; 5 <i>comp</i> ; <i>weld</i> ; $\frac{1}{2}$ D. 13m; R. 11m50; G. 6m50; (WB. <i>cale</i> R. 63 t; C.A. 34t.); 1p. P; grp. SS. 96; rp-car. 8.07.	42.5 139-3	7.06 25-0	3.96 13-0	.....	Haugesund	Stvg.	8.07												
✠	86	GOUSTAY-BOLE, <i>Ruhe.</i> ELECTR. Drague. (6.98)	I	—	—	1 m	478 202 452	Rss	98	W. Simons & Co Renfrew	A: 2 <i>hél</i> ; 6 <i>comp</i> ; R. R. 4m20; G. 6m40.	46.63 153-0	10.08 33-1	3.69 12-1	==	St-Petersburg	Glsq.	98												
	87	GOVERNEUR-BALLAY (ex-Mongibello), <i>Cazeils.</i> (7.05)	I	3/3,A	1.1.	2 m 1 P-B	1235 738 947	Frq	82 V.05	Whitehaven S. B. Co Whitehaven	F: <i>hél</i> ; 5 <i>comp</i> ; $\frac{1}{2}$ D; R; G; (WB. T. C.R.; C.A.); p. Fn. 05; grp-car. 6.05; car. 3.07.	66.33 217-8	10.25 33-8	4.82 15-10	.....	Bordeaux	Bx	3.07												
✠	88	GOVERNEUR-GENERAAL-DAENDELS, <i>Klasens.</i> ELECTR. (10.05)	II	3/3,G	1.1.	2 m 2 P-A	1265 773 813	P.B	02 V.05	Nederlandsche Scheepsh. Mij Amsterdam	A: <i>hél</i> ; 6 <i>comp</i> ; <i>shaded</i> ; D. 17m68; G. 15m16; (WB. C. A. 27 t; C. R. 50 t.); $\frac{1}{2}$ p. A; 1 $\frac{1}{2}$ p. T; car. 10.05.	68.20 223-9	10.08 36-0	4.31 14-9	27 29 31	Batavia	Btr.	10.05												
	89	GRACIA, <i>Lazarraga.</i> (10.96)	I	—	—	3 m 2 P-B	2058 2122 2868	Esp	88 V.96	Wigham Richardson & Co Low-Walker	A-F: <i>hél</i> ; 7 <i>comp</i> ; D. 14m90; R. 27m75; G. 12m20 (WB. E. & B. 183 t; WT. <i>cale</i> A. 452 t; R. 325 t.); 1p. A; 1p. F; car. 2.97.	105.2 345-5	12.2 40-2	7.47 24-6	.....	Bilbao	Lvp.	97												
	90	GRAF-SCHUWALOW (ex-Gorm), <i>Bauer.</i> (11.06)	I	3/3,A	1.1.	3 m 1 P-B	1760 1103 1274	Rss	89 V.06	Lobnitz & Co Renfrew	A: <i>hél</i> ; 7 <i>comp</i> ; <i>weld</i> ; D. 53m43; G. 8m54; (WT. 452 t; WB. 107 t.); rp-car. 11.06.	80.26 263-4	10.66 35-0	5.38 17-8	.....	Riga	A.	11.06												
✠	91	GRAF-TODLEBEN (ex-Skjold), <i>Mahlder.</i> (2.06) 88 - 05	I	3/3,L	1.1.	4 m 1 P-B	1484 742	Rss	81 V.06	Lobnitz & Co Renfrew	F: <i>hél</i> ; 6 <i>comp</i> ; D. 49m53; G. 8m84; (WT. M. 384 t; C. R. 20 t.); 1 p. F; rp-car. 2.06.	74.9 245-9	9.2 30-2	5.25 17-3	.....	Riga	N.C.	2.06												
	92	GRAF-TOLSTOI (ex-Erato), <i>Wimbe.</i> (1.07) 99 - 03	II	3/3,G	1.1.	2 m 1 P-B	1841 686	Rss	70 V.07	Humphrys & Pearson Hull	F: <i>hél</i> ; 6 <i>comp</i> ; $\frac{1}{2}$ D. 41m14; G. 11m27; car. 7.07; rp. 07.	76.81 252-0	10.51 34-6	5.49 18-0	.....	Riga	Riga	7.07												
✠	93	GRANGESBERG, <i>Meyer.</i> Turret. ELECTR. (3.07)	I	3/3,L	1.1.	14 m 1 P-B	6749 4379 5633	P.B	03 V.07	Wm Duxford & Sons Ld Sunderland	A: <i>hél</i> ; 9 <i>comp</i> ; D. 15m54; G. 12m49; (WB. <i>cell</i> . 788 t; <i>cale</i> 1217 t; C. A. 431 t; C. R. 66 t.); rp. 07; car. 6.07.	134.11 440-1	18.95 62-2	7.90 25 11	1611 1661	Rotterdam	Rd.	6.07												
✠	94	GREENCASTLE, <i>Anderson.</i> (7.99)	13-4	—	—	Cu	83 32 83	Ang	84 0.99	D. Allan & Co Grahton	C-PP-Or. ch. m-frg; sfb; ( <i>sal</i> ); <i>hél</i> ; p. n. 99; grp. 99; rp-car. 7.01.	27.4 90-0	5.5 18-1	2.77 9-1	.....	Penzance	Flm.	01												
✠	95	GREYHOUND, ..... (6.02) ELECTR.	I	—	—	—	1392 748	Amr	02	Detroit Shipbuilding Co Detroit	A: <i>aubes</i> ; 6 <i>comp</i> .	84.12 276-0	11.58 38-0	4.57 15-0	.....	Detroit	Clv.	02												
✠	96	GRINDON-HALL, <i>Burt.</i> Turret. 84 - 05 (9.05)	I	3/3,L	1.1.	2 m	3721 2380 3137	Ang	05	W. Duxford & Sons Ld Sunderland	A: <i>hél</i> ; 7 <i>comp</i> ; D. 6m06; G. 10m78; (WB. <i>cell</i> . 829 t; <i>cale</i> 604; C. R. 23 t.); 1 p. A; rp-car. 5.06.	104.29 342-2	14.17 46-6	7.55 24-9	150 154 $\frac{1}{2}$	Cardiff	Card.	5.06												

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										GRI	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale 1-axe ind. vée Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	surf. de chauffe sur grille en m <sup>2</sup> carr. en p <sup>2</sup> carr.	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES		
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE			LIEU & ANNÉE de CONSTRUCTION	Diamèt. Long.				EN MÈTRES EN PIEDS ET POUCES	NOMBRE				LIEU & ANNÉE de CONSTRUCTION				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
85	K. J. Knudsen	•	Comp. (8.07)	2	50 - 97 19.6 - 38 P.S. 8.07	59 23.3	80 330 96	Bergsunds Mek. Werkstad Stockholm 1889	Stvg. 8.07	•	1 C	3.15 10-4	2.58 8-6	2	3.43 37		6.2 89	Bergsunds Mek. Werkstad Stockholm 1889	Stvg. 8.07 P.C. 8.07 v.c. 8.07					
86	Gouvernement Impérial de Russie	✠	Comp. (6.98)	2	53 - 107 21 - 42	76 30	92 500 89	Wm Simons & Co Renfrew 1898	.....	✠	1 C	3.88 12-9	3.05 10-0	2	3.90 42	144 1551	8.4 120	Wm Simons & Co Renfrew 1898	Glsgr. 98					
87	Charles Scholl	•	Comp. (7.05)	2	58 - 117 23 - 46 PS. n. 11.05	91 36	88 352	J. Jones & Sons Liverpool	Mrs 05	•	2 C				5.95 64	154 1658	6 85 5-71	..... 1891	Bx 7.05 v.c. 7.05 P.C. 7.05					
88	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (10.05)	3	43 - 69 - 117 17 - 27 - 46 PS. 10.05	91 36	700 85	Nederlandsche Fa- briek Amsterdam 1902	Btv. 05	✠	1 C	4.50 14-9	3.58 11-9	3	5.67 61	225 2430	12 170 5.6-80	Nederlandsche Fa- briek Amsterdam 1902	Btv. 05 P.C. 05 v.c. 05					
89	Linea de Vapores Serra	•	Tr. Exp. (2.97)	3	66 - 107 - 172 26 - 42 - 68	122 48	350 1800 72	W. Richardson & Co Newcastle o/T. 1888	.....	•	2 CD	3.79 12-3	5.23 16-6	8	14.86 160	448 4822	10.5 150	W. Richardson & Co Newcastle o/T. 1888	Lvp. 97 v.c. 97					
90	Gebrüder-Seeberg	•	Triple (11.06)	3	51 - 84 - 137 20 - 33 - 54 PS. 11.06	99 39	173	Lobnitz & Co Renfrew 1889	Av. 11.06	•	2 C	2.81 9-3	2.97 9-9	4	8.18 88	230 2470	11.2 160	Lobnitz & Co Renfrew 1889	Av. 11.06 P.C. 11.06 v.c. 11.06					
91	Gebrüder Seeberg	✠	Comp. (2.06)	2	81 - 152 32 - 60 PS. n. 02; v. 2.06	91.4 36	160 800	Lobnitz & Co Renfrew 1881	N.C. 2.06	✠	2 C	3.66 12-0	2.96 9-9	4	7.80 84		5.27 75	Lobnitz & Co Renfrew 1881	N.C. 2.06 v.c. 2.06					
92	Gebrüder Seeberg	•	Comp. (1.07)	3	81 - 152 32 - 60 PS. n. 03; v. 7.07	84 33	650 62	Humphrys & Pear- son Hull 1870	Riga 7.07	✠	2 C	3.63 11-11	2.62 8-7	4	7.80 84	254 2731	6.3 90	Lange & Sohn Riga 1907	Riga 5.07 v.c. 5.07					
93	Algemeene Scheepvaart Mij (Wm H. Muller & Co)	✠	Tr. Exp. (3.07)	3	66 - 109 - 183 26 - 43 - 72 PS. n. 6.07	130 51	2700 65	Wm Doxford & Sons Ld Sunderland 1903	Rd. 6.07	✠	3 C	4.47 11-8	3.58 11-9	9	15.14 163	844 6930	12.6 180	Wm Doxford & Sons Ld Sunderland 1903	Rd. 3.07 v.c. 3.07					
94	The West of England Salvage Co Ld	•	Comp. (7.99)	2	33 - 61 13 - 24	46 18	30 135	Walker Henderson & Co Glasgow 1884	.....	•	1 C	2.56 8-5	2.97 9-9	2	1.95 21		6 85	Walker Henderson & Co Glasgow 1884	FIm. 01 v.c. 99					
95	White Star Line	•	à balan- cier (6.02)	1	152 60	56.5 144	1824	Fletcher & Co New York 1886 rc. 99	.....	•	C } 2 1	4.72 15-6 3.66 12-0	3.81 12-6 3.53 11-7	8	18.41 198	611 6567	10.65 155	2 par Detroit Shipbuilding Co Detroit 1886 1 par J. Mac Gregor & Sons Detroit 1902	Clv. 02					
96	Grindon Hall Steamship Co Ld (Edward Nicholl)	✠	Tr. Exp. (9.05)	3	66 - 107 - 173 26 - 42 - 68 PS. c. 5.06	107 42	313 1350 63	W. Doxford & Sons Ld Sunderland 1905	Card. 5.06	✠	2 C	4.80 15-9	3.25 11-0	6	10.00 108	456 4906	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1905	N.C. 9.05					



SPECIAL SURVEY	SHIPS AND CAPTAINS						CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER		LENGTH	BREADTH	DEPTH	PRICE FOR SEWER WATER W.S.A. in inches	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND									T.	R.				U.	WATER-TIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS							IN METERS IN FEET & INCHES
	DATE OF TERM																						
	1	2	3	4	5	6																	
+	97	GRIS-NEZ, <i>Manchauc.</i> <i>Chalutier.</i> (6.99)	II	—	—	Kt	203 90 176	Frq	93	Earle's shipb. & Eng- ineering Co Ltd Hull	A; <i>hét</i> ; 4 <i>comp</i> ; (WB. <i>cale</i> 10 t; <i>cale</i> A. 13 t.); 1 p. P.	37.12 121-11	6.60 21-8	3.44 11-4	.....	Boulogne s/Mer	Hull	99					
+	98	GROBIN, <i>Koenes.</i> <i>ELECTR.</i> (1.00) <i>Hopper.</i>	II	—	—	1 m	380	Rss	99	A. F. Smulders Rotterdam	A; <i>hét</i> ; 10 <i>comp</i> ; p. A.	42.00 137-10	8.50 27-9	3.50 11-6	.....	Odessa	Rd.	00					
+	99	GUADAIRA, ..... <i>ELECTR.</i> (10.01) <i>Porteur.</i>	II	—	—	2 P	512 6585	Esp	01	Werf Conrad Haarlem	A; <i>hét</i> ; 4 <i>comp</i> ; p. A.	47.00 154-3	8.60 28-2	4.00 13-2	.....	Séville	Am.	01					
+	100	GADELOUPE, <i>Mourand.</i> <i>ELECTR.</i> (9.07)	II	3/3, L	1.1 A.&C.P.	2 m 3 P-B	2968 5211	Frq	07	Chantiers de l'Atlan- tique Saint-Nazaire	A; 2 <i>hét</i> ; 10 <i>comp</i> ; D. 16m; R. 7m40. 8m90 & 30m25; G. 16m70; (WB. <i>cell.</i> 775 t.); 3 p. A.	131.84 432-7	15.92 52-3	9.57 31-5	.....	Lo Havre	Nt.	9.07					
+	101	GUADIAMAR, ..... <i>ELECTR.</i> (10.01) <i>Porteur.</i>	II	—	—	2 P	512	Esp	01	Werf Conrad Haarlem	A; <i>hét</i> ; 4 <i>comp</i> ; p. A.	47.00 154-3	8.60 28-2	4.00 13-2	.....	Séville	Am.	01					
+	102	GUASCO ( <i>ex-Handel</i> ), <i>Canepa.</i> (2.06)	II	3/3, L	1.1 A.&C.P.	2 m 2 P-B	2014 1297	Itl	81 V.06	Hawthorn, Leslie & Co Ltd Newcastle o/Tyne	F; <i>hét</i> ; 5 <i>comp</i> ; R. 23m, 12m70 & 6m10; car. 4.07.	57.90 288-5	10.95 35-11	7.46 24-6	.....	Ancone	Gd.	4.07					
+	103	GUAYUBA, ..... <i>Porteur.</i> (12.97)	II	—	—	1 m	352 490	Brs	97	A. F. Smulders Slikkerveer	A; <i>hét</i> ; 7 <i>comp</i> ; p. A.	41.90 137-6	7.00 23-0	3.60 11-10	.....	Santos	Rd.	* 97					
+	104	GUILLAIN, <i>Durand.</i> <i>Drague.</i> (1.98)	II	—	—	1 m	120 449	Frq	98	de la Brosse & Fou- ché Nantes	A; <i>hét</i> ; 12 <i>comp</i> ; p. A.	48.00 157-6	8.60 28-2	2.94 9-8	.....	Nantes	Nt.	98					
+	105	GUIPANISS, ..... (4.00) <i>Drague.</i>	II	—	—	1 m	319 195 311	Rss	00	Danubius Schoeni- chen Hartmann Budapest	A; <i>hét</i> ; 8 <i>comp</i> ; (WB. A. 20 t.; R. 2 t.); 1 p. A	46.17 151-6	9.00 29-6	3.96 13-0	.....	Nicolaieff	Bdp.	00					
+	106	GUSTAF ( <i>ex-Dorotea</i> ), <i>Svensson.</i> (5.05) 87 - 06	II	3/3, A	1.1 A.&C.P.	2 m 1 P-B	1572 1174	Sds	88 V.05	Wood, Skinner & Co Newcastle-o/T.	A; <i>hét</i> ; 5 <i>comp</i> ; <i>welldeck</i> ; D. 40m84; R. 7m32; G. 8m84; (WB. 476 t; C.R. 53 t.); 1 p. A; rp-car. 5.06.	78.83 259-0	10.97 36-0	5.46 17-11	.....	Motala	N-C.	5.06					
+	107	GUSTAF-WASA, <i>Dyberg.</i> <i>ELECTR.</i> (8.07)	II	3/3, G	1.1 A.&C.P.	Glt	283 350	Sds	95 V.07	Helsingörs Jernskibi & Maskinbyggeri Elsinore	A; <i>hét</i> ; 5 <i>comp</i> ; D. 12m80; R. 14m63; G. 4m57; (WB. E. & B. 32 t; C.R. 10 t; C.A. 20t.); 1 p. P; alg. 05; grp. 07; car. 8.07.	52.12 171-0	7.55 24-9	3.89 12-9	.....	Stockholm	Stkh.	8.07					
+	108	GUSTAFSBERG ( <i>ex-Blyth-</i> <i>woode</i> ), <i>Lutteman.</i> (6.06) 91 - 98	II	3/3, G	1.1	2 m	1164 767	Sds	70 V.06	Wm Gray & Co West-Hartlepool	F; <i>hét</i> ; 5 <i>comp</i> ; <i>welldeck</i> ; D. 39m02; G. 9m14; (WB. 270 t.); rp-car. 4.07.	70.10 230-0	9.75 32-0	5.28 17-4	.....	Gustafsberg	Cph.	4.07					

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY OF BOILERS													
			DESCRIPTION	DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal IN INDICATED REVOLUTIONS	BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		HEATING surface in sq. meters in sq. feet	PRESSURE Main Boiler Donkey Boiler	MAKERS	PORT AND DATE of CONSTRUCTION														
						DIAMETERS	IN CENTIMETERS IN INCHES								Diameter	Length																				
															IN METERS IN FEET	AND INCHES		NUMBER	IN sq. meters in sq. feet																	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39																
97	L. Bouclet & Cie	✠	Tr. Exp. (6.99)	3	32 - 51 - 81	56	90	Earle's Shipb. & Engin. Co Ltd Hull 1899	.....	✠	1 C	3.50	3.05	2	3.53	109	12	Earle's Shipb. & Engin. Co Ltd Hull 1899	Hull	99																
					12.8 - 20 - 32	22	365 112					11-6	10-0	2	38	1176	170																			
98	Gouvernement Impérial de Russie	✠	Comp. (1.00)	2	38 - 75	40	45	A. F. Smulders Rotterdam 1899	.....	✠	1 C	2.90	3.00	2	3.50	90		A. F. Smulders Rotterdam 1899	Rd.	00																
					15 - 30	16	250 140					9-6	9-8	2	38	968																				
99	Junta del Obras	✠	Tr. Exp. (10.01)	3	29 - 43 - 65	55	80	Gebr. Stork & Co Hengelo 1901	.....	✠	1 C	3.00	3.03	2	3.24	100	10.5	Gebr. Stork & Co Hengelo 1901	Am.	01																
					11.5 - 17 - 25.5	21.7	325 165					9-10	9-11	2	35	1075	150																			
100	Cie Générale Transatlantique (à Paris)	✠	2 Triple (9.07)	6	69 - 109 - 182	122	1500	Chantiers del'Atlantique Saint-Nazaire 1907	Nt. 9.07	✠	6 C	4.30	3.32	18	32.13	1255	13	Chantiers del'Atlantique Saint-Nazaire 1907	Nt.	9.07																
					27-43-71.5	48.5	6000 90					14-1	10-11	18	345	13451	185																			
101	Junta del Obras	✠	Tr. Exp. (10.01)	3	29 - 43 - 65	55	80	Gebr. Stork & Co Hengelo 1901	.....	✠	1 C	3.00	3.03	2	3.24	100	10.5	Gebr. Stork & Co Hengelo 1901	Am.	01																
					11.5 - 17 - 25.5	21.7	325 165					9-10	9-11	2	35	1075	150																			
102	Em. Malucci	•	Comp. (2.06)	2	66 - 152	115	180	Stephenson & Co Newcastle o/T. 1881	Vns. 8.07	•	1 C	3.80	7.50	6	10.80		5	Stephenson & Co Newcastle o/T. 1881	Gn. 4.07																	
					26 - 60 PS. n. 03; v. 4.07	45.5	700 60					12-6	24-7	6	116		71 6-85		P. c. 3.06																	
103	Compañia Docas	✠	Comp. (12.97)	2	38 - 67	40	50	A. F. Smulders Rotterdam 1897	.....	✠	2 C	2.20	2.65	2	3.00	94	7	A. F. Smulders Rotterdam 1897	Rd.	97																
					15 - 26.4	15.8	200 155					7-3	8-8	2	31.5	1011	100																			
104	Administration des Ponts & Chaussées	✠	Comp. (1.98)	2	46 - 80	60	125	de la Brosse & Fouché Nantes 1898	.....	✠	2 C	2.84	2.94	4	6.00	182	7	de la Brosse & Fouché Nantes 1898	Nt.	98																
					18 - 31.5	23.6	500 140					9-4	9-8	4	65	1957	100																			
105	Gouvernement Impérial de Russie	✠	Comp. (4.00)	2	52 - 82	45		Danubius Schoenichen Hartmann Budapest 1900	.....	✠	1 C	3.20	3.10	2	4.20	150	8.5	Danubius Schoenichen Hartmann Budapest 1900	Bdp.	00																
					21 - 32	18	330 150					10-6	10-2	2	45	1613	121																			
106	Motala Rederi Aktiebolaget (G. F. Petterson)	•	Tr. Exp. (5.05)	3	51 - 84 - 137	92	177	North Eastern Marine Eng. Co Ltd Newcastle 1888	Stkh. 5.05	•	2 C	3.66	3.00	6	7.93	251	11.2	North Eastern Marine Eng. Co Ltd Newcastle 1888	Stkh. 5.05																	
					20 - 33 - 54 PS. n. 5.05	36	875 68					12-0	9-10	6	85	2700	160 7-100		P. c. 5.05																	
107	Ångfartygs Aktiebolaget Stockholm-Lubeck (C. E. Nyman)	✠	Tr. Exp. (8.07)	3	34 - 56 - 94	61	75	Helsingörs Maskinbyggeri Elsenour 1895	Stkh. 8.07	✠	1 C	3.48	3.10	2	3.35	116	12	Helsingörs Maskinbyggeri Elsenour 1895	Stkh. 8.07																	
					13.5 - 22 37 PS. 8.07	24	330 102					11-5	10-2	2	36	1246	170 7-100		P. c. 8.07																	
108	V. Odelberg	•	Comp. (6.06)	2	71 - 142	91	130	R. & W. Hawthorn & Co Newcastle o/T. 1870	Hlsb. 7.07	•	1 C	4.50	3.05	3	5.58	230	5.6	J. T. Eltringham & Co South-Shields 1892	Hlsb. 2.07																	
					28 - 56 PS. 8.04	36	650 60					14-9	10-0	3	60	2470	80 3.1-45		P. c. 2.06																	

GYP

SURVEILLANCE SPECIALÉ		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉMENT NOMBRE DE PONTS		TONNAGE		PAVILLON		ANNÉE DE LA CONSTRUCTION		CONSTRUCTEURS		MATÉRIAUX PROPULSEUR		LONGUEUR		LARGEUR		CREUX		FRANC ETÉ HIVER H.A.N. en pouces		PORT D'ARMEMENT		LIEU et DATE de la DERNIÈRE VISITE	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME							T. R. U.						PORT DE CONSTRUCTION		COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES EN PIEDS & POUCES											
1	2	3		4	5	6	7	8	9	10	11		12		13	14	15	16	17		18									
✠	109	GUSTAV, Hansen. Allège. (4.04)		①	3/3, P 1.1. A.&c.P.	2 m	244 128 210	Dan 90 V.04	Kjøbenhavns Flyde- dok og Skibsværft Copenhagen	A; hél; 6 comp; WB. C. R. 4 t.; C. N. 15 t.; p. A; rp.04; car.6.07.	37.30 122-4	7.37 24-2	2.80 9-2	.....	Copenhagen	Cph.6.07														
✠	110	GUT-HEIL, Schroeder. ELECTR. (8.04) Petrol. in bulk.		■	3/3, L 1.1. A. & c P.	G 3m 2 P-T	2691 1715	Alm 88 V.04	Sir W. G. Armstrong Mitchell & Co Low-Walker	A-F; hél; 12 comp; R. R. 9m14; R N. 4m57; WB E. & B 160 t; WT. N. 460 t.; C. N. 140 t.; 2 p. A; rp- car.10.05.	94.10 308-7	12.00 39-4	8.60 28-2	.....	Geestemünde	Hbg 10.05														
.	111	GYPTIS (ex-King-Arthur), Rousset. (8.06) 05 - 06		■	3/3, A 1.1.	Git	1194 725 828	Fr 91 V.06	Irvine & Co West Hartlepool	A; hél; 5 comp; well; D. 10m85; 1/2 D. 18m73; R. 29m25; G. 8m89; WB. cell. 310 t; C.R.15 t.; 1 p. A-F; rp 06; car.7.07.	70.38 230-11	9.94 32-8	3.95 13-0	.....	Bordeaux	Dk. 7.07														

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

## MACHINES

## CHAUDIÈRES

## ARMATEURS

ARMATEURS														MACHINES														CHAUDIÈRES													
SURVEILLANCE SPECIALÉ		TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		NOMBRE	FOYERS		surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaudi. princ. Chaudi. auxil.	CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES																			
19	20	21	22		23	DIAMÈTRES — EN CENTIMÈTRES EN POUCES		COURSE des pistons — cent. pouces	27	28		29	30	31		32	33			34	35	36	37	38																	
109	Aktieselskabet « De Danske Sukkerfabri- ker »	✠	Comp. (4.04)	2	30 - 61 12 - 24 PS. 4.06	38 15	25 120 130	Flydedok og Skibs- varft Copenhagen 1899	Cph. 4.06	✠	1 C	2.41 7-11	2.57 8-5	1 15	1.39 478	44.44 120	8.4 120	Flydedok og Skibs- varft Copenhagen 1899	Cph. 6.07 v. c. 04																						
110	Deutsch-Amerikanische Petroleum-Gesell- schaft	✠	Tr. Exp. (8.04)	3	58-94-152 23-37-60 PS.n. 4.03; v. 10.05	99 39	220 1200 75	Wallsend Slipway & Engineering Co Newcastle 1888	Hbg 10.05	✠	2 C	4.19 13-9	3.27 10-9	6 110	10.22 3768	350 150 7-100	10.5 150	Wallsend Slipway & Engineering Co Newcastle 1888	Hbg 04 v. c. 04 p. c. 04																						
111	Charles Scholl	.	Tr. Exp. (8.06)	3	42-66-112 17-26-44 PS.n. 0.06; v. 7.07	84 33	98 72	Central Marine En- gineering Works West-Hartlepool 1891	Dk. 7.07	.	1 C	4.19 13-9	3.05 10-0	3 36	3.34 1600	149 160 5-71	11.2 160	Central Marine En- gineering Works West-Hartlepool 1891	Dk. 7.07 p. c. 7.07 v. c. 8.06																						



## HAM

SPECIAL SURVEY	SHIPS AND CAPTAINS		CLASSIFICATION	REG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTOR ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WATER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY														
	DATES OF CAPTAIN'S CERTIFICATE AND PASSENGER COMMAND					T.	R.																								
	DATE OF TERM																														
																		IN METERS			IN FEET & INCHES										
												13	14	15	16	17	18														
+	1 H.-A. VOLZE, <i>Bulleriteck</i> 72-95 (8.05)	I	3 3/G 1.1.	GM		687 410 651		Alm	93	Flensburger Schiff- bau-Gesellschaft Flensburg	A; <i>hél</i> ; 5 <i>comp</i> ; R. 13m73; G. 5m57; WB. <i>cell</i> . R. 27 t; E. & B. 48 t. C. A. 22 t.); 1½ p. A; rp. 06; car. 7.07.	54.57 178-11	8.12 26-8	4.61 15-1	13 15 18	Bremen	Wes. 7.07														
+	2 H.-C. ØRSTED, <i>Ørsted</i> . (3.04)	I	3 3/I 1.1.	GM 1 P-B		749 459 544		Dan	72	Burmeister & Wain Copenhagen	F; <i>hél</i> ; 6 <i>comp</i> ; D. 28m65; G. 8m54; WT. 140 t.; p. S; grp. 04; rp. 05; car. 5.07.	54.0 177-2	8.1 26-7	4.57 15-0	.....	Copenhagen	Cph. 5.07														
+	3 H.-D. I., ..... Drague. (3.05)	I	3 3/R 1.1. A.&C.P.	—		242 90		Frç	05	Werf Conrad Haarlem	A; 9 <i>comp</i> ; sans propulseur.	37 80 124-0	7.50 24-7	2.80 9-2	.....	Dakar	Am. 3.05														
+	4 H.-D. I., ..... ELECTR. Drague. (5.05)	I	3 3/P 1.1. A.&C.P.	1 m		378 1592		Frç	05	Werf Conrad Haarlem	A; 2 <i>hél</i> ; 9 <i>comp</i> ; 1 p. A.	42.00 137-10	9.00 29-6	3.70 12-2	.....	Dakar	Am. 5.05														
+	5 H.-M. PELLATT, <i>Elston</i> . ELECTR. Great Lakes Nav. (5.03)	I	3 3/G 1.1. A.&C.P.	2 m 2 P-H		1038 1545		Ang	03	Russell & Co Port-Glasgow	A; <i>hél</i> ; 5 <i>comp</i> ; <i>awningd</i> ; (WB; <i>cell</i> . 419 t.; C. R. 11 t.; C. A. 32 t.)	73.08 239-9	11.27 37-0	6.88 21-11	13 15 17	Newcastle o Tyne	Gls. 03														
+	6 HAAKON (ex-Mercur), <i>Overaas</i> . (3.03)	I	3 3/G 1.1.	2 m		333 195 163		Nrw	68	T. B. Seath & Co Glasgow	F; <i>hél</i> ; 4 <i>comp</i> ; ½ D. 11m60; R. G. 22m88; rp-car. 5.07.	41.83 137-2	6.74 22-0	2.74 9-0	.....	Christiansund (N.)	Brg. 5.07														
+	7 HAARLEM, ..... Drague. (10.07)	I	3 3/I 1.1.	—		296		P-B	67	Werf de Toekomst Nieuwendam	A; 2 <i>comp</i> .	40.00 131-3	7.00 23-0	3.15 10-4	.....	Gorinchem	Am. 10.07														
+	8 HAFNIA, <i>Hafnia</i> . (10.06) 27-06	I	3 3/A 1.1. A.&C.P.	GM 1 P-B		1619 1013 1264		Dan	88	Helsingors Jernskibs Maskinfabrik Elsinore	A; <i>hél</i> ; 6 <i>comp</i> ; D. 46m94; G. 8m54; WB. <i>cell</i> . 324 t.); 1 p. F; car. 6.06; rp. 07.	78.46 257-5	10.70 35-2	5.06 16-7	24 27 29½	Copenhagen	N-C. 2.07														
+	9 HAINAN, <i>Gemini</i> . (15.03)	I	3 3/P 1.1. A.&C.P.	GM 2 P-A		334 130 270		Frç	98	A. Dubigeon Nantes	A; <i>hél</i> ; 5 <i>comp</i> ; <i>awningd</i> ; R. A. 2m; rp-car. 3.07.	48.59 159-5	7.08 23-3	2.60 8-6	.....	Saigon	Saig. 3.07														
+	10 HAIPHONG, <i>Sruit</i> . (5.03) ELECTR. Drague.	I	3 3/R 1.1. A.&C.P.	1 m		1028 2464		Frç	05	Werf Conrad Haarlem	A; 2 <i>hél</i> ; 21 <i>comp</i> ; (WB. C. A. 35 t.)	69.00 226-5	11.50 37-9	6.00 19-8	.....	Haiphong	Am. 03														
+	11 HALIFAX-CITY (ex-Syracusa), <i>Allbridge</i> . (8.04)	I	3 3/L 1.1. A.&C.P.	1 m 1 P		1502 2-21		Ang	95	See John Cockerill Hemken	A; <i>hél</i> ; 6 <i>comp</i> ; R. 19m30; R. R. 7m29; G. 10m55; WB. <i>cell</i> . 530 t.); 2 p. A; grp-car. 9.06; rp. 07.	97.53 320-0	12.19 40-0	8.30 27-3	67 71½ 73½	West-Hartle- pool	Ld. 1.07														
+	12 HAMBURG, <i>Zebra</i> . Trawler (1.06)	I	3 3/G 1.1. A.&C.P.	GM		167 39 100		Alm	93	Act-Gesellschaft Neptun Rostock	A; <i>hél</i> ; 5 <i>comp</i> ; R. 10m65; (WB. M. 11 t.); p. PP; rp. 04; car. 4.06.	33.02 108-4	6.25 20-6	3.66 12-0	.....	Altona	Hbg 7.06														

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		ENGINES						BOILERS										LAST SURVEY	
		SPECIAL SURVEY	DESCRIPTION DATE OF CERTIFICATE	CYLINDERS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main boiler, Donkey boiler	MAKERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY		
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES					STROKE in centim. in in. feet	Horse power nominal INDICATED REVOLUTIONS	Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER		Grate surface in sq. meters in s. feet	heating surface in sq. feet		PORT AND DATE of CONSTRUCTION	
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
1	Dampfschiffahrts-Gesellschaft « Neptun »	✠	Tr. Exp. (8.05)	3	35.5 - 54 - 94 14 - 21.3 - 37 P.S. 7.07	61 24 350 96	Flensburger Schiffbau-Gesellschaft Flensburg 1893	Wes. 7.07	✠	1 C	3.50 11-6	3.20 10-6	2	2.50 27	116 1252	11.6 165 7-100	Flensburger Schiffbau-Gesellschaft Flensburg 1893	Wes. 8.05 v. c. 8.05 p. c. 8.05	
2	Det Store Nordiske Telegraph Selskab.		Comp. Tand. (3.04)	4	53 - 112 21 - 44 P.S.n.04; v.4.06	76 30 500 70	Burmeister & Wain Copenhagen 1872 grp.04	Cph. 4.06	✠	1 C	4.20 13-9	3.35 10-0	3	5.45 59	198 2131	6.3 90 7-100	Helsingørs Maskinbyggeri Elseneur 1904	Cph. 04 v. c.04	
3	J. & G. Hersent	✠	Comp. (3.05)	2	37 - 53 14.5-23 pour l'appareil de dragage	46 18 200 160	Gebroeders Stork & Co Hengelo 1905 seulement	Am. 3.05	✠	2 C	2.60 8-6	2.94 9-8	4	4.80 51	130 1393	8.4 120	Gebroeders Stork & Co Hengelo 1905	Am. 3.05	
4	J. & G. Hersent	✠	Tr. Exp. (5.05)	3	30 - 44 - 66 12 - 17 - 26	45 18 300 180	Gebroeders Stork & Co Hengelo 1905	Am. 5.05	✠	2 C	2.70 8-10	2.93 9-7	4	5.17 56	150 1618	10.5 150 8.4-120	Gebroeders Stork & Co Hengelo 1905	Am. 5.05	
5	The Canadian, Ocean & Inland Navig. Co Ltd (Toronto)	✠	Tr. Exp. (5.03)	3	53 - 89 - 145 21-35-57	91 36 1300 88	David Rowan & Co Glasgow 1903		✠	2 C	4.34 14-3	3.20 10-6	6	9.52 102	341 3677	12.6 180	David Rowan & Co Glasgow 1903	Gisg. 03	
6	Hans Sobstad Bremsnaes	✠	Quadruple tandem (3.06)	4	39 - 40 - 56 - 80 11.5-16-22-31.5 P.S. 3.06	55 21.5 220 105	J. W. Klawitter Danzig 1888	Brg. 3.06	✠	2 C	2.25 7-5	2.50 8-3	2	1.87 20	77 795	11 156	J. W. Klawitter Danzig 1888	Brg. 5.07 v. c.3.06	
7	L. de Groot				Pour l'appareil de dragage seulement									For dredging purposes only					
8	Dampskibs-Selskabet « Kjöbenhavn » (P. L. Fisker)	✠	Tr. Exp. (6.06)	3	49.5 - 80 - 131 19.5-31.5-51.5 P.S. 11.05	91.4 36 650	Helsingørs Maskinbyggeri Elsinore 1888	Cph. 6.06	✠	2 C	3.35 11-0	2.01 9-10	4	6.09 65.6	212 2286	10.5 150 6.3-90	Helsingørs Maskinbyggeri Elsinore 1888	Cph. 6.06 v. c. 6.06 p. c. 6.06	
9	Messageries Fluviales de Cochinchine	✠	Tr. Exp. (11 06)	3	30 - 50 - 80 11.8-19.6-31.5 P.S.n.11.06	52 20.5 400 160	Brissonneau fils & A. Lotz Nantes 1898	Saig. 3.07	✠	1 C	3.25 10-8	2.98 9-10	2	3.81 41	110.50 1177	11.2 166	Cie Gle Transatlantique St-Nazaire 1898	Saig. 3.07 v. c.5.06	
10	Gouvernement Français	✠	Tr. Exp. (3.03)	6	35 - 53 - 80 14 - 21 - 31.5	60 24 450 165	Gebr. Stork & Co Hengelo 1902		✠	2 C	3.20 10-6	3.30 10-10	4	8.52 92	260 2798	10.5 150	Gebr. Stork & Co Hengelo 1902	Alx. 03	
11	Furness, Withy & Co Ltd	✠	Tr. Exp. (8.06)	3	67 - 110 - 176 26.5-43-69 P.S.n.03, v.7.06	110 43 1600 66	Société John Cockerill Seraing 1894	N-C.9.06	✠	2 C	4.60 15-1	3.02 9-11	6	12.41 133	483 5198	5 71	Société John Cockerill Seraing 1894	N-C.9.06 p. c. 9.06 v. c. 9.06	
12	Albrecht von Appen	✠	Comp. (7.06)	2	45 - 85 17.7-33.5 P.S.n.4.07	50 19.6 250 115	Actien Gesellschaft « Neptun » Rostock 1893	Hbg 4.07	✠	1 C	3.20 10-6	2.90 9-6	2	2.04 22	106 1140	7.5 107	Actien Gesellschaft « Neptun » Rostock 1893	Hbg 7.06 v. c. 7.06	

NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX				LONGUEUR			LARGEUR			CREUX			PORT			LIEU	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						NOMBRE DE PONTS		T.		ANNÉE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS, ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				EN MÈTRES			EN PIEDS & POUCES			EN PIEDS & POUCES			D'ARMEMENT			et DATE de la DERNIÈRE VISITE	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18														
✠	13	HAMLET, <i>Reese</i> . (11.03) ELECTR.	■	3/3, A	1.1.	Glt 2 P-S	1150 720 651	Dan	96 V.03	Helsingörs Jernskibs og Maskinbyggeri Elsinore	A; <i>hét</i> ; 6 comp; <i>sp. rel.</i> ; R. 17m07 (WB. cell. 250 t.; C. A. 36 t.; C. R. 22 t.); 1 p. A; 1 p. P; grp.03; rp.05; car.7.06.	70.20 225-0	9.35 32-0	5.71 13-7	64.0 66 1/2 70.0	Copenhagen	Cph.7.06														
✠	14	HAMMAR, <i>Ekman</i> . (8.07)	■	3/3, P	1.1.	Glt	209 123	Sds	07	Bergsunds Mek. Werkstad Stockholm	A; <i>hét</i> ; 4 comp; D. 9m80; G. 3m66; (WB. C. A. 10 t.); 1 p. A.	31.90 104-9	6.88 22-7	3.12 10-3	.....	Hammar	Stkh. 8.07														
✠	15	HAMMERSHUS, .... (6.04)	■	3/3, P	1.1.	Glt 2 P-H	285 110 141	Dan	99 V.04	Kjöbenhavns Flyde- dok og Skibsværft Copenhagen	A; <i>hét</i> ; 5 comp; <i>avoningsd.</i> ; (WB. E. 10 t; C. R. 4 t.); 2 p. PP; car.6.06; rp.06.	38.46 126-2	6.30 20-8	2.82 9-3	.....	Nexö	Cph.6.06														
✠	16	HAMNFÄRJA-2, .... (5.04) Ferry boat.	■	3/3, I	1.1.	-	.....	Sds	04	Lindbergs Mek. Verkstad Stockholm	A; <i>hét</i> ; 3 comp.	14.84 48-9	4.38 14-4	2.08 6-10	.....	Malmö	Stkh. 04														
.	17	HANNA (ex-Transition). <i>Norrman</i> . (4.06) — - 00	■	3/3, G	1.1.	Glt 1 P-B	1573 932 1274	Sds	85 V.06	R. Dixon & Co. Middlesbro'	A; <i>hét</i> ; 5 comp; <i>wellä</i> ; D. 10m30; D. 20m12; R. 18m90; G. 9m75; (WB. cell. 495 t.); car. 12.06; grp.06.	78.33 257-0	10.97 36-0	5.61 18-5	.....	Helsingborg	Hsb. 12.06														
✠	18	HANOÏ, <i>Merlees</i> . (4.06)	■	3/3, L	1.1.	Glt 2 P	1199 630 1076	Frç	93 V.06	Sunderland Shipbuild- ing Co Ld Sunderland	A; <i>hét</i> ; 5 comp; <i>spard</i> ; R. A. 10m97; R. R 9m75; (WB. M.60t; C. A. 20 t; C. R.60 t.); 1 p. T; 1 p. PP; rp-car.4.07.	73.15 240-0	9.75 32-0	5.28 17-4	62 1/2 64 1/2 67 1/2	Marseille	H-K. 4.07														
✠	19	HANS, <i>Finaga</i> . (5.98) ELECTR.	■	-	-	2 m	627 347 527	Arg	98	J. C. Teeklenborg A. G. Geestemünde	A; 2 <i>hét</i> ; 5 comp; G. 6m70; R. 18m; rp- car.7.01.	62.25 204-3	9.83 32-3	3.20 10-6	.....	Buenos-Ayres	B-A. 01														
✠	20	HANS-EGEDE, <i>Bang</i> . (4.05)	■	3/3, A	1.1.	Glt	811 153 710	Dan	05	Burmeister & Wain Copenhagen	A; <i>hét</i> ; 7 comp; 1/2 D. 15m60; G. 6m91; (WB. cell. 92 t; C. R. 15 t; C. A. 20 t.); 1 p. Pcar.3.07.	56.08 184-0	10.54 34-7	6.38 17-8	29 32 34	Copenhagen	Cph.3.07														
✠	21	HARRY-BUSSE, .... Chalutier. (10.07) Turner.	■	3/3, A	1.1.	2 m	205 51 186	Alm	07	Eiderwerft A. G. Tönning	A. <i>hét</i> ; 5 comp; (WB. 15 t.); 1 p. PP.	36.68 120-0	6.61 21-6	3.59 11-10	.....	Geestemünde	Fish. 10.07														
.	22	HARRY-LUCKENBACH (ex- Michigan), <i>Dalton</i> . (3.03) ELECTR. Oil in bulk.	■	3/3, L	1.1.	3m. 2 P-B	2798 1799	Amr	51 V.03	W. Gray & Co West-Hartlepool	A; <i>hét</i> ; 22 comp; R. G.; (WB.).	91.37 299-9	12.19 40-0	7.45 24-5	.....	New-York	N-Y. 03														
✠	23	HARRY-WADSWORTH (ex- Henri-Rieth), <i>Lennard</i> . ELECTR. Petrol. in bulk. (12.05)	Ⓜ	3/3, L	1.1.	Glt 2 P	2265 1474 2166	Ang	93 V.05	R. Craggs & Sons Middlesbro'	A-F; <i>hét</i> ; 13 comp; G. 7m01; R. 6m10; WB. C. A. 67 t; WT. cale A. 230 t; E. 44 t; B. 64 t; C. R. 21 t.); 2 p. A; rp-car. 5.06.	85.34 280-0	11.71 38-5	7.62 25-0	.....	Middlesbro'	L.vp.5.06														
✠	24	HARVEY-D-SOULDER, ELECTR. .... (4.06)	■	3/3, Lakes	1.1.	-	6617 5219	Amr	06	American Shipb. Co Lorain	A; <i>hét</i> ; 4 comp; (WB. DF. & side tanks).	159.97 525-0	16 7/8 55-0	9.44 31-0	.....	Fairport	Clv. 4.06														

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SUIVE LANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE sur grille en mèt. carr. en pieds carr.	surf. de chauffe en mèt. carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION		
						DIAMÈTRES	EN CENTIMETRES EN POUCES							Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES								
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
13	Dampskibs-Selskabet « Danmark » (Ths Sonne & Co)	✝	Tr. Exp. (11.03)	3	46 - 70 - 119 18 - 27.6 - 47 PSn.4.02; v.4.05	84 33	130 550	Helsingörs Maskin- byggeri Elseneur 1890	Ld. 4.05	✝	2 C	3.13 10-3	2.90 9-6	4	5.48 59	188 2022	11.2 160 1.3-90	Helsingörs Maskin- byggeri Elseneur 1890	Cph. 7.06 p.c. 7.06 v. c.03				
14	O. Falk	✝	Comp. (7.07)	2	25 - 54 10 - 21	32 12.5	45 180 180	Bergsunds Mek. Werkstad Stockholm 1907	Stkh. 7.07	✝	1 C	2.40 7.11	2.55 8-5	2	2 21	51.60 555	8.4 120	Bergsunds Mek. Werkstad Stockholm 1907	Stkh. 7.07				
15	Det Östbornholmske Dampskibs-Selskab (M. Sonne)	✝	Tr. Exp. (6.04)	3	32 - 51 - 84 13 - 20 - 33 PS.6.06	53 21	70 350 126	Kjöbenhavn's Flyde- dok og Skibsværft Copenhagen 1899	Coh. 6.06	✝	1 C	3.45 11-4	3.05 10-0	2	2 78 30	120 1208	12.6 187	Kjöbenhavn's Flyde- dok og Skibsværft Copenhagen 1899	Cph. 6.06 v. c.04				
16	Malmö Hamndirektion	✝	Comp. (5.04)	2	15 - 27 6 - 10.5	18 7	8 35 250	Lindbergs Mek. Werkstad Stockholm 1904	Stkh. 04	✝	1 C	1.40 4-7	1.85 6-1	1	0.60 6.5	13 140	10.5 150	Lindbergs Mek. Werkstad Stockholm 1904	Stkh. 04				
17	Rederi Aktiebolaget « Henckel » (N. P. Svensson)	•	Triple 4.06	3	51 - 84 - 137 20 - 33 - 54	91 36	170 650 62	Blair & Co Ld Stockton 1885	Mim. 4.06	•	2 C	3.60 11-10	3.05 10-0	4	6.00 65	230 2478	11.2 160 6.3-90	Blair & Co Ld Stockton 1885	Hsb. 5.07 p.c. 5.07 v. c.4.06				
18	Marty & d'Abbadie (à Haiphong)	✝	Tr. Exp. (4.06)	3	50.8-52.6-134.7 20 - 32 1/2 - 53 PS. 4.07	91.5 36	150 1100 90	North Eastern Ma- rine Engs Co Ld Sunderland 1893	H-k 4.07	✝	2 C	3.96 13-0	3.04 10-0	6	9.29 100	927 3200	11.2 160 5.6-80	North Eastern Ma- rine Engs Co Ld Sunderland 1893	H-k. 4.07 p.c. 4.07 v. c.4.06				
19	N. Mihanovich & Co	✝	2 Tr. Exp. (5.98)	6	26 - 42 - 68 10.2-16.7-26.8	46 18	460 140	J. C. Tecklenborg Geestemünde 1898	.....	✝	2 C	2.63 8-8	2.83 9-3	4	4 4 47	130 1399	12 170	J. C. Tecklenborg Geestemünde 1898	B-A. 01				
20	Den Kongelige Grün- landske Handel	✝	Tr. Exp. (4.05)	3	37 - 58 - 102 14.5 - 23 - 40 PS.3.07	84 33	106 500 86	Burmeister & Wain Copenhagen 1905	Cph. 3.07	✝	1 C	4.04 13-3	3.30 10-10	3	3.56 38	158 1708	13 185 7-100	Burmeister & Wain Copenhagen 1905	Cph. 4.05				
21	F. Busse	✝	Triple (10.07)	3	30 - 48 - 77 11.5 - 19 - 30	56 22	350 105	Eiderwerft A. G. Tönning 1907	Fish. 10.07	✝	1 C	3.35 11-0	2.97 9-9	2	3.08 33	120 1292	13 185	Eiderwerft A. G. Tönning 1907	Fish. 10.07				
22	Lewis Luckenbach	•	Comp. (3.03)	2	102 - 191 40 - 75	114 45	1160	Blair & Co Ld Stockton 1881	.....	•	2 C	.....	.....	9	11.44 123	410 4412	5.2 75	Blair & Co Ld Stockton 1881	N-Y. 03 v. c.03				
23	J.M. Lennard & Sons Ld	✝	Tr. Exp. (2.06)	3	55 - 91 - 150 22 - 36 - 59 PS. n 5.06	99 39	190 1050	North-Eastern Engs Co Ld Sunderland 1893	Lvp. 5.06	✝	2 C	4.19 13-9	3.05 10-0	6	9.30 100	318 3420	11.2 160 3.5-50	Richardsons, West- garth & Co Ld Middlesbro 1907	N-C. 7.07 p.c. 2.06 v. c. 2.06				
24	Haywood Transit Co	✝	Triple (4.06)	3	60 - 97 - 160 23.5 - 38 - 63	107 42	1760 83	American Shipb. Co Cleveland 1906	Clv. 4.06	✝	2 C	4.42 14-6	3.50 11-6	6	10.70 115	5.02 5400	12.6 180	American Shipb. Co Cleveland 1906	Clv. 4.06				



# HEL

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS	LENGTH	BREADTH	DEPTH	PORT	LAST SURVEY											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.																					
	DATE OF TERM								R.																					
	1	2	3	4	5	6			7	8										9	10	11	12	13	14	15	16	17	18	
+	25	HATUMET, <i>Peters.</i> (9.05) Turret.	I	3/3, L	1.1.	2 m	1 P-B	4147 2584 3466	Ang	05	W. Duxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; D. 8m51; G. 13m13; (WB. cell. 1021 t; C. R. 33 t.); 1 p. A; rp. 06; car. 7.07.	106.68 350-0	15.57 51-1	7.32 24-0	136 141	London	Card. 7.0												
+	26	HAUT-BRION, <i>Martin</i> 93-06 (7.05)	I	3/3, G	1.1	2 m	2 P	966 537 813	Frç	01 V.05	Wm Dobson & Co Low-Walker	A; <i>hél</i> ; 5 comp; D. 5m50; R. 14m; G. 8m23; (WB. cell. 203 t; C. R. 11 t.); 1 p. A; car. 7.06; rp. 06.	63.95 203-10	9.09 29-10	4.68 15-8	28½ 30½ 32½	Le Havre	Bx 10.06												
.	27	HAWAII ( <i>ex-Del-Norte</i> ), <i>Berg.</i> (3.98)	10-3	—	—	Glt		371 227	Amr	88 O 98	Geo. Boole San-Francisco	P; ch. frg; sfb; ( <i>sal</i> ); <i>hél</i> ; p. P; rp-car. 11.99.	42 36 139-0	9.75 32-0	3.10 10-2	.....	Honolulu	Hnl. 01 c.v.01												
+	28	HEATHDENE, <i>Tippett.</i> Turret. (7.06)	I	3/3, L	1.1.	2 m		3541 2277 2999	Ang	01 V.06	W. Duxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; G. 10m97; (WB. cell. 778 t; C. R. 26 t.); rp-car. 12.06.	103.63 340-0	13.88 45-7	7.47 24-6	145½ 150	Newcastle o/Tyne	N-Y. 12.06												
+	29	HEBE, <i>Nielsen.</i> (3.07)	I	3/3, G	1.1.	2 m		755 455 667	Dan	07	Kjöbenhavns Skibs- vaerft Copenhagen	A; <i>hél</i> ; 6 comp; D. 7m26; R. 17m88; G. 6m71; (WB. cell. 237 t.; C. A. 39 t.; C. R. 26 t.); 1 p. A.	64.36 211-2	9.31 30-7	3.99 13-1	.....	Eslbjerg	Cph. 3.07												
+	30	HEBE, <i>Wiersma.</i> (10.05)	I	3/3, A	1.1.	Glt	2 P	1173 722	P-B	89 V.05	Rijkee & Co Rotterdam	A; <i>hél</i> ; 6 comp; <i>well</i> d; ½ D. 25m30; R. 14m65; G. 8m25; (WB. cell. 181 t; R. 68 t.); 1 p. A; 1 p. P; rp. 93; car. 1.07.	69.49 228-0	9.44 31-0	5.84 19-2	.....	Amsterdam	Am. 1.07												
+	31	HECLA, <i>Delpierre.</i> (4.04) ELECTR. Chalutier.	I	3/3 G	1.1	2 m		357 142 321	Frç	04	Chantiers de France Dunkerque	A; <i>hél</i> ; 4 comp; rp.05; car. 2.07.	46.76 153-3	7.27 23-10	3.60 11-10	.....	Gravelines	Ok. 7.07												
.	32	HEINRICH-&ROBERT ( <i>ex- Ebba</i> ), <i>Stobbe.</i> (1.07)	III	5/6, G	1.1.	2 m	1 P-B	1525 1124	Rss	77 V.07	Pearson Stockton o/T.	F; <i>hél</i> ; 5 comp; R. 7m93; (WB. R. 121 t.); 1 p. F; rp-car. 1.07.	81.02 265-10	9.88 32-5	6.21 20-10	.....	Libau	Riga 5.07												
+	33	HEINRICH-SCHULTZ, <i>Kaselow.</i> (8.95)	I P. R.	—	—	Glt		991 612 742	Alm	91 V.95	Flensburger Schiff- bau-Gesellschaft Flensburg	A; <i>hél</i> ; 5 comp. <i>well</i> d; ½ D. 22m83; R. 15m62; G. 6m17; (WB. cell. 267 t.); 1 p. A; rp-car. 9.98.	66.72 218-9	9.71 31-10	4.86 16-0	=====	Flensburg	Flsb. 98												
+	34	HELENA, <i>Mensink.</i> (10.03)	I P. R.	3/3, L	1.1.	Glt	2 P	1146 694 927	P-B	99 V.03	Rykee & Co Rotterdam	A; <i>hél</i> ; 6 comp; R. 16m90; G. 8m13; (WB. cell. 204 t.); 1 p. A; 1 p. PP. car. 3.07.	69.50 228-0	9.75 32-0	5.62 18-5	.....	Amsterdam	Am. 3.07												
+	35	HELENE, . . . . (4.92) ELECTR.	I	—	—	Glt		821 503 614	Alm	88 V.92	Flensburger Schiff- bau-Gesellschaft Flensburg	A; <i>hél</i> ; 5 comp; <i>well</i> d; ½ D. 17m84; R. 17m45; G. 5m74; (WB. cell. 163 t.); 1 p. A; rp. 94; car. 1.95.	58.53 192-0	9.27 30-4	4.00 13-1	=====	Flensburg	Flsb. 95												
+	36	HELENE, <i>Nelson.</i> (9.04) ELECTR.	I	3/3, A	1.1.	Glt		618 392 474	Amr	97 V.04	Union Iron Works San-Francisco	A; <i>hél</i> ; 5 comp; R. 18m29; G. 7m32; rp. 05; car. 4.07.	51.97 170-6	9.34 30-8	4.47 14-8	.....	Honolulu	Hnl. 4.07												

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in inches	Horse power nominal INDICATED REVOLUTIONS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION		SHELL		Furnaces	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION		
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES								Diameter	Length						
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
25	The Hathon Steamship Co Ltd (H. B. & A. Gour- lay)	✠	Tr. Exp. (9.05)	3	61-104-172 24-41-68 PS. 7.07	114 45	347 100 5	W. Doxford & Sons Ltd Sunderland 1905	Clet. 3.07	✠	2 C	5.08 16-6	3.35 11-0	8	12.63 136	512 5574	12.6 180 7-100	W. Doxford & Sons Ltd Sunderland 1905	N-C. 9.05		
26	Worms & Co	✠	Comp. (7.05)		61-122 24-48 PS. 7.06	69 27	122 650 80	Wallsend Slipway & Engin. Co (Ltd) Newcastle 1901	Av. 7.06	✠	2 C	3.35 11-0	3.05 10-0	4	7.43 80	207 2232	8.4 120 5.6-80	Wallsend Slipway & Engin. Co (Ltd) Newcastle 1901	Av. 7.06 v.c. 7.05 p.c. 7.05		
27	Inter Island steam Navi- gation Co	.	Comp. (6.98)	2	35.5-71 14-28	61 24	279	Fulton Iron Works San Francisco 1888	.....	.	1 C	3.05 10-0	2.89 9-6	2	2.97 32		3.16 45	Fulton Iron Works San-Francisco 1888	Hnl. 00 v.c. 98		
28	Dene S. S. Co Ltd (J. T. Lunn & Co)	✠	Tr. Exp. (7.05)	3	66-107-173 26-42-68 PS. 8.06	107 42	307 1350 63	Wm Doxford & Sons Ltd Sunderland 1901	Hull 7.07	✠	2 C	4.72 15-6	3.35 11-0	6	9.19 99	440 4737	11.2 160 5.6-80	Wm Doxford & Sons Ltd Sunderland 1901	Card. 8.06 p.c. 8.06 c.v. 8.06		
29	Aktie-Selskabet Damp- skibsselskabet « Vesterhavet » (J. Lauritzen)	✠	Triple (3.07)	3	36-57-94 14-22.5-37	61 24	79 440 92	Kjöbenhavns Skibs- vaerft Copenhagen 1907	Cph. 3.07	✠	2 C	2.92 9-7	2.90 9-6	4	1.86 20	60 650	12.6 180	Kjöbenhavns Skibs- vaerft Copenhagen 1907	Cph. 3.07		
30	Koninklijke Nederland- sche Stoomboot Maat- schappij	✠	Tr. Exp. (10.05)	3	44-71-114 17.3-28-45 PS. n.03; v.5.07	91.4 36	650 75	Maatschappij de Maas Rotterdam 1889	Am. 5.07	✠	1 CD	3.35 11-0	4.42 14-6	4	5.57 60	171 1840	10.5 150	Maatschappij de Maas Rotterdam 1889	Am. 10.05 p.c. 10.05 v.c. 10.05		
31	Société des Pêcheries Gravelinoises	✠	Tr. Exp. (4.04)	3	33-55-90 13-21.5-35.5	61 42	120 480 107	Chantiers de France Dunkerque 1904	Dk. 2.07	✠	1 C	3.76 12-4	3.20 10-6	2	3.60 39	130 1397	12.6 180	Chantiers de France Dunkerque 1904	Dk. 2.07		
32	Robert Seelig	.	Comp. (1.07)	2	75-145 29.5-57	102 40	160	N.E. Marine Eng. Co Sunderland 1877	Nt. 1.07	.	2 C	3.21 10-6	3.10 10-2	4	7.00 75		3.16 45	..... .....	Riga 8.07 v.c. 1.07		
33	H. Schuldt	✠	Tr. Exp. (8.95)	3	38-57-107 15-22.5-43	76 30	500 85	FlensburgerSchiffs- bau-Gesellschaft Flensburg 1891	.....	✠	2 C	3.25 10-8	2.51 8-3	4	4.41 47	164 1763	11.5 165	FlensburgerSchiffs- bau-Gesellschaft Flensburg 1891	Flsb. 95 v.c. 95		
34	Koninklijke Nederland- sche Stoomboot Maat- schappij	✠	Tr. Exp. (10.03)	3	44.5-71-114 17.5-28-45	91.4 36	650 75	Mij de Maas Rotterdam 1899	.....	✠	2 C	3.35 11-0	2.94 9-8	4	6.50 70	200 2150	11.25 160 5.3-75	Mij de Maas Rotterdam 1899	Am. 03 v.c. 03		
35	H. Schuldt	✠	Tr. Exp. (4.92)	3	35-58-108 13.8-23-40.5 PS. 5.07	68.5 27	90 360 80	Flensburger Schiff- bau-Gesellschaft Flensburg 1888	N-C. 5.07	✠	1 C	3.73 12-3	2.59 8-6	2	2.88 31	139 1500	11.6 166	Flensburger Schiff- bau-Gesellschaft Flensburg 1888	Cph. 94 v.c. 92		
36	Inter Island steam Navi- gation Co	✠	Tr. Exp. (9.04)	3	32-48-81 12.7-19-32 PS. 12.05	61 24	443	Union Iron Works San-Francisco 1897	Hnl. 05	✠	1 C	3.66 12-0	3.42 11-3	2			11.6 165 9.8-140	Union Iron Works San-Francisco 1897	Hnl. 04 v.c. 04 p.c. 04		

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SURVEILLANCE SPECIALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉMENT	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX		LONGUEUR	LARGEUR	CREUX	PORT		LIEU et DATE de la DERNIÈRE VISITE	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						NOMBRE DE PONTS	T.	R.	U.	PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES EN PIEDS & POUCES			FRANC BORD ÉTÉ HIVER H.A.N. en pouces		D'ARMEMENT	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18				
+	37	HELENE (ex-La-Mouette), Haegheman. (2.97) Chalutier.	I	—	—	2 m	154 62 120	Blg	97	Cochrane & Cooper Beverley	A-F; hél: 4 comp; $\frac{1}{2}$ D. 7m25; G. 6m50; p. P. car. 8.98.	31.56 103-7	6.38 21-0	3.42 11-3	.....	Ostende	Dk. 99				
+	38	HELENE, Sørensen. (4.05) 91-06	I P. R.	3/3, A	1.1.	Glt 2 P-S	1567 1000 1442	Dan	96 V.05	Howaldtswerke Kiel	A; hél: 5 comp; spard; R. 10m; G. 6m50; (WB. cell. 368 t.; C. R. 20 t.); $\frac{1}{2}$ p. A; $\frac{1}{2}$ p. P. grp.99;rp.02;car.5.07	73.15 240 0	10.97 36 0	7.21 23-8	.....	Copenhagen	N-C. 5.07				
+	39	HELENE..... (4.97) Chalutier.	I	—	—	1 m	37 0	Frç	97	Anciens Etablisse- ments Cail St-Denis 1897	A; hél: 4 comp; 1 p. P.	14.50 47-7	5.00 16-5	2.55 8-4	.....	Boulogne- s, Mer	Paris 97				
+	40	HELENE-BLUMENFELD, ELECTR. Bethmann. 90-07 (12.05)	I P. R.	3/3, L	1.1.	2 m	2089 1076 1676	Alm	05	Henry Koch Lubeck	A; hél: 5 comp; D. 7m60; R. 24m70 & 20m20; G. 8m10; (WB. cell. 604 t.; C. A. 54 t.; C. R. 73 t.; P. 173 t.); rp-car.7.07.	90.20 295-11	12.39 40 8	5.51 18-1	.....	Hamburg	Hbg 7.07				
+	41	HELFRID-BISSMARK, Grabow. (7.04) 90-02	I P. R.	3/3, G	1.1.	Glt	290 357	Alm	92 III.01	Helsingörs Jernskibs & Maskinbyggeri Elsinore	A; hél: 5 comp; $\frac{1}{2}$ D. 25m30; P. 4m70; G. 5m50; (WB. E. 50 t.; C. A. 14 $\frac{1}{2}$ t.; C. R. 15 $\frac{1}{2}$ t.); 1 p. F; rp-car. 5.06.	50.90 167-0	7.24 25-9	3.58 11-9	.....	Hamburg	Hbg 6.06				
+	42	HELGE, Olsen. (5.03)	I P. R.	3/3, L	1.1.	Glt	1805 1149 1412	Dan	95 V.03	Helsingörs Jernskibs & Maskinbyggeri Elsinore	A; hél: 5 comp; $\frac{1}{2}$ D. 29m50; R. 35m35; G. 9m75; (WB. 432 t.; C. R. 53 t.; C. A. 74 t.); 1 p. A; car. 3.05;rp.03.	82.56 270-11	11.61 38-0	7.16 23-6	18 $\frac{1}{2}$ 21 $\frac{1}{2}$ 25	Copenhagen	Cph. 3.05				
+	43	HELGO LAND, Klassen. Trawler. 06-07 (7.05)	I P. R.	3/3, G	1.1.	Glt	150 11	Alm	96 V.05	G. Seebeck A.-G. Geestemünde	A; hél: 5 comp; R. 9m50; (WB. E. 8 t.); p. P. P; rp-car. 3.07.	32.31 106 0	6.40 21-0	3.38 11-1	.....	Altona	Hbg 3.07				
+	44	HELIOS (ex-A.-C.-O.), ELECTR. Schlemmich (7.06) Petro. in bulk.	I	3/3, L	1.1.	G3m 2 P-T	3477 3211	Alm	94 III-00	D. J. Dunlop & Co Port-Glasgow	A; hél: 14 comp; D. 29m27; R. 9m14; G. 14m63; (WB. E. & B. 127 t.; C. A. 200 t.; C. R. 125 t.; WT. scale A. 640 t); 2 p. A; rp.05;car. 7.06.	101.67 333-7	13.15 43-2	8.82 28-11	.....	Hamburg	Hbg 7.06				
+	45	HELLIG-OLAV, ELECTR. Holst. (2.07) 97-03	I P. R.	3/3, L	1.1.	2 m 3 P-A	10085 6061 6306	Dan	03 V.07	Alex. Stephen & Sons Ltd Glasgow	A; 2 hél; 10 comp; armangd; D. 13m10; R. 52m20; G. 17m90; (WB. cell. 131.5 t. WTM. 667 t; C. R. 51 t.); rp-car. 2.07.	152.75 500-0	17.75 58 3	8.95 29-4	75 81 $\frac{1}{2}$	Copenhagen	Cph. 2.07				
+	46	HELLMUTH. Moscow. ELECTR. 90-99 (3.04)	I P. R.	3/3, G	1.1.	Glt	774 478 599	Alm	99 V.04	Nuseke & Co Stettin	A; hél: 5 comp; $\frac{1}{2}$ D. 18m50; R. 16m; G. 8m50; (WB. E. B. 100 t.; C. R. 4 t.; C. A. 4 t.); 1 p. A; car. 6.06.	60.58 198-9	8.84 29-0	4.50 14-9	16 $\frac{1}{2}$ 18 $\frac{1}{2}$ 21 $\frac{1}{2}$	Stettin	Stt. 6.06				
.	47	HELSENBORG, Ruge. (10.07)	II	3/3, I	1.1.	2 m	178 78 144	Dan	84 V.07	E. Talander Gothembourg	A; hél: 5 comp; $\frac{1}{2}$ D. 16m; R. 17m18; $\frac{1}{2}$ G. 5m18; rp.07;car. 4.06.	44.00 144-4	6.23 20 5	2.87 9-5	.....	Copenhagen	Cph. 10.07				
.	48	HELVETIA (ex-Dauphiné, Cirino. (9.04)	II	3/3, G	1.1.	4 m 2 P	1019 570	Itl	66 V.04	Forges & Chantiers La Seyne	F; hél: 5 comp; rp.06;car. 6.06.	73.00 239 6	8.82 28 11	5.64 18-6	.....	Gènes	Gn. 6.06				

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SUCCESSION SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux vapeur	Nombre de tours à l'heure	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SUCCESSION SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE sur la grille en mètres carrés	sur la hauteur en mètres carrés	PRESSION Cl aut. princ. Cl aut. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION			
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN CENTIMÈTRES EN POUCES								Diamèt.	Long.								
																						31	32	33
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
37	César de Groote	✠	Tr. Exp. (2.07)	3	31 - 50 - 82 12.4-19.5-32.3	57 22.5	87 348 114	Amos & Smith Hull 1897	.....	✠	1 C	3.35 11-0	2.90 9-6	2	3.07 33	89 956	11.25 160	Amos & Smith Hull 1897	N-C. 99 v.c.97					
38	Dampskibsselskabet « Torm » (D. Torm)	✠	Tr. Exp. (4.05)	3	43 - 70 - 110 17-27.5-43.3 PS.4.05.	63 24.8	110 650 110	Howaldtswerke Kiel 1896	Hbg 4.05	✠	2 C	2.87 9-5	2.85 9-4	4	5.90 63.5	192 2067	12.3 175 6-85	Howaldtswerke Kiel 1896	Cph.1.07 P.c.1.07 v.c. 4.05					
39	Bourgain-Sellier & Co	✠	Comp. (4.97)	2	24 - 41 9.4 - 16.2	28 11	25 95 200	Anciens Etablisse- ments Cail. St-Denis 1897	.....	✠	1 C	2.00 6-7	2.50 8-2	1	1.40 15	40 430	7 100	Cail Denain 1897	Paris 97					
40	Bd Blumenfeld	✠	Triple (12.05)	3	69 - 110 - 175 27 - 43 - 69 PS. 7.07	105 41	1850 80	Ottensener Maschi- nen-Fabrik Altona 1905	Hbg 7.07	✠	3 C	4.37 14-4	3.35 11-0	9	16.80 181	585 6297	13 185	Henry Koch Lübeck 1905	Lbk 12.05					
41	Bismark Linie G.m.b. H.	✠	Comp. (7.04)	2	48 - 89 19 - 35 PS. 5.06	53 21	55 280	Helsingörs Maskin- byggeri. Elseneur 1892	Hbg 5.06	✠	1 C	3.12 10-3	2.85 9-4	2	3.00 31.5	— —	6.33 90 6.3-90	Helsingörs Maskin- byggeri. Elseneur 1892	Hbg 04 v.c.04 P.c.04					
42	Dampskibs-Selskabet « Danmark » (Ths. Sonne & Co)	✠	Tr. Exp. (5.03)	3	47 - 76 - 124 19 - 30 - 49 PS. 3.05	91 36	150 650 72	Helsingörs Maskin- byggeri Elseneur 1895	Cph.3.05	✠	2 C	3.53 11-7	3.07 10-1	4	6.32 68	213 2294	11.2 160 6.3-90	Helsingörs Maskin- byggeri Elseneur 1895	Cph.3.05 v.c.03 P.c.3.05					
43	Johann von Eitzen	✠	Comp. (7.05)	2	41.5 - 83 16.4 - 32.7 PS.n.02;v.3.07	56 22	— 280 110	G. Seebeck A. G. Geestemünde 1896	Hbg 3.07	✠	1 C	3.05 10-0	2.87 9-5	2	3 32	102 1098	8 114	G. Seebeck A.-G. Geestemünde 1896	Hbg 3.07 v.c.7.05					
44	Deutsch-Amerikanische Petroleum-Gesell- schaft	✠	Tr. Exp. (7.05)	3	63.5 - 103 - 165 25 - 40.5 - 65 PS. n.7.06	122 48	400 1850 85	D. J. Dunlop & Co Port-Glasgow 1891	Hbg 7.06	✠	2 CD	4.11 13-6	4.90 16-3	12	17.18 185	569 6127	11.2 160 6-85	D. J. Dunlop & Co Port-Glasgow 1894	Hbg 7.06 P.c.7.06 v.c.7.06					
45	Det Forenede Damp- skibs-Selskab.	✠	Tr. Exp. (2.07)	6	76 - 127 - 203 30 - 50 - 80 PS.2.07	137 54	1450 8500 86	Alex. Stephen & Sons Ld Glasgow 1903	Cph.2.07	✠	7 C	4.95 16-3	3.71 12-2	28	47.30 510	2063 22211	13.3 190 7-100	Alex. Stephen & Sons Ld Glasgow 1903	Cph.2.07 P.c. 2.07 v.c. 2.07					
46	« Ostsee » Dampfschiff- fahrts-Gesellschaft	✠	Tr. Exp. (3.04)	3	42 - 67 - 110 17 - 26 - 43 PS. 6.06	70 28	— 550 91	Kette Dresden 1899	Stt. 6.06	✠	2 C	3.15 10-4	2.92 9-7	1	5.10 55	201 2168	12 170	Nüsse & Co Stettin 1899	Stt. 6.06 v.c.04					
47	Dampskibs Selskabet (resund. (J. D. Krog)	✠	Comp. (10.07)	4	36 - 71 14 - 28 PS. 10.07	46 18	55 240 115	Burmeister & Wain Copenhagen 1876	Cph 10.07	✠	1 C	3.25 10-8	2.59 8-6	2	3.48 37	86 926	5.6 80	Burmeister & Wain Copenhagen 1898	Cph. 10.07 v.c.10.07					
48	G. Savona	✠	Tr. Exp. (9.04)	3	49 - 78 - 195 19 - 31 - 49.5 PS. 6.06	90 35.5	— 760 80	Forges & Chantiers La Seyne 1889	Gn. 6.06	✠	2 C	3.30 10-10	3.19 10-6	4	9.08 98	228 2451	9 128	Forges & Chantiers La Seyne 1889	Gn. 6.06 P.c.6.06 v.c.04					



## SHIPS AND CAPTAINS

DATE OF CAPTAIN'S CERTIFICATE  
AND PRESENT COMMAND

DATE OF TERM

## CLASSIFICATION

REG  
1  
NUMBER OF DECKS

TONNAGE  
T.  
R.  
U.

FLAG

YEAR OF BUILDING

BUILDERS  
—  
PORT  
OF  
BUILDING

MATERIALS  
PROPELLER  
WATERTIGHT COMPARTMENTS  
ERECTIONS ON DECK  
WATERBALLAST, DECKS  
REPAIRS

LENGTH

BREADTH

DEPTH

FEET  
(SUMMER  
WINTER  
W.N.A.)  
in  
inches

PORT  
OF  
REGISTRY

LAST  
SURVEY

4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
1	HELVETIA, <i>Kiel</i> St. 2. 3. 05	I	3/3, P 1.1. A.&C.P.	2 m hsc	435 280 419	Rss	05	Howaldtswerke Kiel	A; 2 hël; 5 comp; 1 D. 16m.	57 30 188-0	9.14 30-0	2.72 8-11	Rostow s/Don	Kiel 3.05
2	HENRI-DUVAL, .... (9.01) Remarque.	I	— —	1 m	34 18 26	Frç	01	M. Blasse Chantenay	A; hël; 5 comp.	17.24 56-7	4.00 13-1	1.74 5-9	St-Nazaire	Nt. 01
3	HENRIETTE, <i>Henriette</i> M. K. 4. 5	I	3/3, G 1.1. A.&C.P.	Bq 1 P-B	761 690	Ang	74 V.05	La Seyne	F; 2 hël; 4 comp; D. 16m76; G. 4m57; rp-car. 7.07.	48.31 158-6	9.00 29-6	5.69 18-8	Vancouver (B-C)	Vcv. 7.07
4	52 HENRIETTE, <i>Duhamel</i> Chalutier. ELECTR. (7.06)	I	3/3, P 1.1. A.&C.P.	2 m	261 90	Frç	06	Bonn & Mees Rotterdam	A; hël; 5 comp; (WB. 34 t.); 1 p. PP.	42.86 140-8	6.63 21-9	3.96 13-0	Boulogne s/Mer	Rd. 7.06
5	HENRIETTE, <i>de Va-luhal</i> Vacht. <i>Chadon</i> (3.02)	II	— —	Glt	202 101 191	Frç	84 V.02	Société Corkerill Hoboken	A; hël; car. 4.02.	40.68 133-6	6.10 20-0	3.43 11-3	Le Havre	Av. 02
6	34 HENRIETTE-SCHLÜSSER. <i>Feihstel.</i> (2.95)	I	— —	Glt 2 P-S	774 432	Alm	79 V.95	G. Howaldt Kiel	F; hël; 6 comp; spard; (WT.); 1 p. F; 1 p. S; grp. S2, rp-car. 4.95.	58.14 190-7	7.68 25-2	4.22 20-3 13-10	Rostock	Hbg 99
7	35 HENRIK-BJELKE. <i>Hansen</i> 7.07	I	3/3, G 1.1. A.&C.P.	2 m	1127 872 1165	Dan	07	Howaldtswerke Kiel	A; hël; 5 comp; 2 D. 26m23; R. 18m30; G. 9m15; (WB. cell. 418 t.; C. R. 23 t.; C. N. 35 t.).	73.52 241-2	11.00 35-1	5.03 16-5	Copenhagen	Kiel 6.07
8	36 HENRI-FRAISSINET. <i>Fraissinet</i> 7.03	I	3/3, L 1.1. A.&C.P.	2 m 2 P-A	2643 1868 2670	Frç	03	Chantiers de Pro- vence Port-de-Bouc	A; hël; 6 comp; awningd; R. R. 9m; R. 4m80; R. V. 6m10; (WB. cell. 182 t. C. R. 22 t.); 1 p. A; car. 1.07; rp.06.	86.90 285-2	12.27 40-3	7.86 25-10	Marseille	Mrs. 1.07
9	37 HENRI-STEINBRENNER... ELECTR. (11.01)	I	— —	2 m 1 P-B	4719 3955	Amr	01	Jonks Shipbuilding Co Port-Huron	A; hël; 5 comp; (WB.).	128.01 420-0	15 24 50-0	7.32 24-0	Cleveland	Clv. 01
10	38 HENRI-W. OLIVER..... ELECTR. (5.09)	I	— —	3m 1 P-B	4909 3617	Amr	99	Cleveland Ships Co Lorain (O.)	A; hël; 5 comp; (WB.).	135.33 444-0	15.24 50-0	8.47 24-6	Cleveland	Chc. 99
11	39 HERBERTOS, .... (8.01) ELECTR. Drague.	I	— —	—	390	Alm	01	A. F. Smulders Rotterdam	A; 2 hël; 11 comp; p. A.	45.13 148-1	8.50 27-11	3.60 11-10	Kiautschou	Rd. 01
12	40 HERBA, <i>Herba</i> (3.07) ELECTR.	II	2/2, G 1.1. A.&C.P.	2 m	233 120	Sds	03 V.07	Eriksbergs Mek. Verkstad Goteborg	A; hël; 4 comp; D. 11m; G. 4m; (WB. C. N. & R.); rp-car. 3.07.	30.40 99-9	6.83 22-5	3.90 12-6	Gothembourg	Got. 3.07

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESS. IN Main Boiler. Dorkey Boiler	MAKERS — PORT AND DATE of CONSTRUCTION				
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES						Diamet.		Length	NUMBER			INTEGRATE SURFACE in sq. meters in sq. feet	INTEGRATE SURFACE in sq. meters in sq. feet		
																				IN METERS IN FEET AND INCHES	
19	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
49	L. Moor & Co	✠	Tr. Exp. (3.05)	6	23 - 38 - 62 9-15-24.5	36 14	350 170	Howaldtswerke Kiel 1905	Kiel 3.05	✠	1 C	3.14 10-4	3.07 10-1	2	3.48 37	114 1224	12.5 178	Howaldtswerke Kiel 1905	Kiel 3.05		
50	Service du Pilotage	✠	Comp. (9.01)	2	25 - 43 10 - 17	30 12	120 250	P. Allard & Durand Nantes 1901	.....	✠	1 C	1.93 6-4	2.00 6-7	1	1.19 13	41.38 445	8 114	A. Legal Nantes 1901	Nt. 01		
51	Mc Kenzie Bros.	.	2 Comp. (5.05)	4	23 - 51 9-20 PS. 7.07 P.S.T.n.7.07	36 14	16 155	N. Thompson & Co Vancouver 1905	Vcv.7.07	.	2 C	2.28 7-6	2.97 9-9	2	4.56 49	—	11.2 160	N. Thompson & Co Vancouver 1905	Vcv.5.05		
52	A. & G. Vidor Frères & Co	✠	Triple (5.06)	3	33 - 56 - 91 13 - 22 - 35	61 24	500 110	Amos & Smith Hull 1906	Hull 5.06	✠	1 C	3.80 12-6	3.20 10-6	2	3.72 40	133 1430	14 200	Amos & Smith Hull 1906	Hull 5.06		
53	Baron de Neufville (à Paris)	.	Comp. (5.02)	2	51 - 82 19.7 - 32.5 PS. 4.02	50 23.5	—	Société John Cockerill Hoboken 1884	.....	.	1 C	3.40 11-5	2.78 9-1	3	4.50 48	145 1559	7 100	Sté John Cockerill Anvers 1884	Av. 02 v.c.02		
54	Otto Zelck	.	Comp. (2.95)	2	63.5 - 102 25 - 40	68.5 27	80 320	Schweffel & Howaldt Kiel 1879	.....	.	2 C	2.44 8-0	3.01 9-10	2	3.53 38	—	5.3 75	Schweffel & Howaldt Kiel 1879	Rstk 95 v.c.95		
55	Dansk Dampskibs-Selskab (W. Anderson & Co)	✠	Triple (7.07)	3	43 - 68 - 107 17 26.5-42	75 29.5	650 90	Howaldtswerke Kiel 1907	Kiel 7.07	✠	2 C	3.35 11-0	3.03 9-11	4	6.72 72	221 2376	12.5 178	Howaldtswerke Kiel 1907	Kiel 7.07		
56	Cie Marseillaise de Navigation à Vapeur (Fraissinet & Co)	✠	Tr. Exp. (7.03)	3	60 - 92 - 151 24 - 36 - 60	110 43.5	1600 75	Ateliers de Provence Marseille 1903	.....	✠	2 C	4.42 14-6	3.20 10-6	6	13 140	420 4516	11.2 160 7-100	Ateliers de Provence Marseille 1903	Mrs. 03		
57	Kinsman Transit Co	✠	Tr. Exp. (11.01)	3	58 - 57 - 160 23 - 38 - 63	102 40	1300 85	Jenks Shipbuilding Co Port-Huron 1901	.....	✠	3 C	3.81 12-6	3.66 12-0	6	13.02 140	512 5511	12.7 180	Jenks Shipbuilding Co Port-Huron 1901	Clv. 01		
58	Wilson Transit Co	✠	Tr. Exp. (5.99)	3	58 - 96 - 160 23 - 38 - 63	102 40	1300 78	Cleveland Shipbg Co Lorain (O.) 1899	.....	✠	3 C	3.76 12-4	3.66 12-0	6	12.82 138	519 5587	12.3 175	Cleveland Shipbg Co Cleveland 1899	Che. 99		
59	C. Vering (Hamburg)	✠	2 Comp. (8.01)	4	38 - 75 15 - 30	40 16	100 500 150	A. F. Smulders Rotterdam 1901	.....	✠	2 C	2.90 9-6	3.24 10-8	4	7 75	180 1936	8.2 117	A. F. Smulders Rotterdam 1901	Rd. 01		
60	Rederi Aktiebolaget « Teutonia » (E. Roberg)	✠	Comp. (3.07)	2	23 - 63 11 - 25 PS. 3.07	41 16	150 144	Eriksbergs Mek. Werkstad Göteborg 1903	Got. 3.07	✠	1 C	2.59 8-6	2.51 8-3	1	1.67 18	50 536	9.1 130	Eriksbergs Mek. Werkstad Göteborg 1903	Got. 3.07 v.c. 3.07		

## HER

[illegible]

N. B - Les traits -- indiquent que la cote est exprise en lettres capitales, à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES		
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux vapeur	Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		NOMBRE	surdegrille en mèt. carr. en pès carrés	sur de chauffe en mèt. carrés en pès carrés	PRESSION en mèt. carr. en pès carrés		CONSTRUCTEURS	DATE DE VISITE DES CHAUDIÈRES
						DIAMÈTRES	EN CENTIMÈTRES EN POUCES								Diamèt.	Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39					
61	Viuda de Goldaracena dy Carmelo Gavazzo	•	Comp. (2.03)	2	43 - 86 17 - 34	56 22	55 228 90	Pratt Huddersfield 1888	.....	•	1 ...	2.97 9-9	3.66 12-0	2			7.7 110	Odges Londres 1888	B-A. 03 v. c.03						
62	Danziger Dampfer-Acti- on-Gesellschaft Bencke & Sieg	•	Comp. (7.93)	2	69 - 137 27 - 54	91 35.8	500	John Jones & Co Liverpool 1881	.....	✠	2 C	3.69 12-1	2.59 9-7	4	6.10 66	218 2344	6.5 92	J. W. Klawitter Danzig 1893	N-C. 95						
63	The Queensland Go- vernment	✠	Tr. Exp. (10.00)	6	25 - 42 - 71 10 - 17 - 28	46 18	350 2280 175	Wallsend Slipway & Engineering Co Ltd Newcastle 1900	.....	✠	4 WT	4.27 x 4.10 x 3.40 14-0 x 13-5 x 11-2	12	31.32 336	1161 12500	14 200	Babcock & Wilcox Londres 1900	N-C. 00							
64	Société Anonyme de Remorquage à hélice	•	Comp. (9.05)	2	42 - 84 16.6 - 33 PS. 8.05	46 18	100	Jansen & Schmilin- sky Hamburg 1870	Av. 9.05	•	1 C	2.71 8-11	2.82 9-3	2	1.20 13		4.7 67 1/2	Petry Chaudoir Liège 1884	Av. 9.05 v. c. 9.05						
65	Borsen Comité	•	Comp.	2	61 - 112 24 - 44	64 23.5	90 350 100	Motala Mekaniska Verkstad Motala 1884	.....	•	2 C	2.79 9-2	2.74 9-0	4	6.50 70	139 1500	5 71	Motala Mekaniska Verkstad Motala 1884	Riga 88 v. c.88						
66	Bergnings och Dykeri- bolaget « Neptun » J. Drakenberg	•	Comp. (6.94)	2	56 - 112 22 - 44	69 27.2	160 640	Motala Mek. Werk- stad Aktie bolag. Motala 1888	.....	•	2 C	3.28 10-7	2.79 9-2	4	5.95 64		7 100	Lindholmens Mek. Verkstad Goteborg 1888	Osch. 94 v. c.94						
67	Nicolaides Ireses & V. Kokkinis	•	Comp. (8.06)	2	27 - 51 10.5 - 20 PS. 8.06	33 13	125 ... 50	J. Dickinson Sunderland 1875	Pir. 8.06	•	1 C	4.00 13-2	3.00 9-10	3			4 57 3-41	Portella White Seville 1886	Pir. 8.06 P. C. 4.06 v. c. 4.06						
68	Dampskibs-Selskabet « Torm » (D. Torm)	✠	Tr. Exp. (5.04)	3	36 - 56.5 - 93 14.2-22.2-36.7 PS. 8.07	50 19.6	380 115	Howaldtswerke Kiel 1892	Kiel 8.07	✠	2 C	2.25 7-4	2.79 9-2	2	3.66 39	122 1316	12 170	Howaldtswerke Kiel 1892	Cph. 5.06 v. c. 04						
69	H. M. Gehrckens	✠	Tr. Exp. (5.98)	3	46 - 70 - 119 18 - 27.5 - 47	84 33	135 600 76	Helsingörs Maskin- byggeri Elseneur 1894	.....	✠	1 C	4.42 14-5	3.07 10-1	3	5.56 60	202 2171	11.2 160	Helsingörs Maskin- byggeri Elseneur 1894	Hbg 98 v. c.98						
70	Dampfschiffahrts-Ge- sellschaft « Neptun »	✠	Tr. Exp. (3.04)	3	31 - 50 - 80 12 - 20 - 32 PS. 7.06	55 22	270 96	Actien-Gesellschaft « Weser » Bremen 1900	Hbg 7.06	✠	1 C	2.94 9-8	3.01 9-10	2	2.73 30	96 1032	12 170 7-100	Actien-Gesellschaft « Weser » Bremen 1899	Wes. 04 v. c. 04 P. C. 04						
71	Ångfartygs Aktiebolaget « Hero » (E. P. Hans- son)	•	Comp. (4.07)	2	39.5 - 76.6 15.7 - 30.2 PS. 5.06	52 20.5	50 165	V. Lindbergs Ate- lier Stockholm 1884	Got. 4.07	•	1 C	2.74 9-0	2.59 8-6	2	1.86 20	74 800	4.92 70 6-85	V. Lindbergs Ate- lier Stockholm 1884	Got. 4.07 P. C. 4.07 v. c. 4.07						
72	Aktieselskabet Damp- skibsselskabet « Frem » (H. Bagger)	•	Comp. (5.06)	3	28 - 46 11 - 18 PS. n.06; v. 4.07	41 16	30 120 140	Thorskogs Mek. Verkstad Thorskog 1902	Kiel 4.07	•	1 C	2.20 7-6	2.06 6-9	2	1.78 19	41.80 450	8.4 120	Thorskogs Mek. Verkstad Thorskog 1902	Kiel 4.07 v. c. 9.06						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS — PROPELLER — WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH — IN FEET & INCHES	BREADTH — IN METERS	DEPTH — IN METERS	FREE (BOARD) SUMMER WINTER W.N.A. in inches	PORT — OF REGISTRY	LAST — SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	U.										
	DATE OF TERM																	
	1	2	3															
•	73	HERTHA, <i>Janssm.</i> (1.06)	II	3/3,G	1.1.	2 m	547 374	Sds	80 V.03	Bergens Mek. Werk- stad Bergen	F; <i>hél</i> ; 5 comp; (WB. cale <i>A</i> ); rp. 06; car. 4.07.	51.74 169-9	7.40 24-3	3.89 12-9	.....	Gothembourg	Got. 4.07	
✠	74	HESELÖ, <i>Christiansen.</i> 00-07 (9.07)	I	3/3,R A.&C.P.	1.1.	1 m	174 81 141	Dan	07	Kjöbenhavns Flyde- dok & Skibsværft Copenhagen	A; <i>hél</i> ; 6 comp; $\frac{1}{2}$ 12m26; (WB. C. R. 10 t., A. 9 t.); 1 p. A.	30.71 100-9	6.58 21-7	2.54 8-4	.....	Copenhagen	Cph. 9.07	
✠	75	HIPPONE, ..... (11.02) ELECTR. Drague.	I	—	—	1 m	258 213 95 189	Frç	02	Werf Conrad Haarlem	A; 6 comp; p. PP.	38.00 124-8	7.55 24-9	2.75 9-0	.....	Bône	Am. 02	
•	76	HIRONDELLE, ..... Yacht. (3.05)	I	3/3,Y	1.1.	2 m	338 145 342	Congo	91 V.05	Sté John Cockerill Anvers	A; <i>hél</i> ; 5 comp; R. R. 4m65; R. 3m54; R. A. 5m40; p. T. grp-car. 12.04.	37.44 122-10	6.01 19-8	3.68 12-1	.....	Boma	Av. 3.05	
•	77	HIRONDELLE, ..... (9.05)	III	3/3,G	1.1.	Glt	213 99 134	.....	57 V.05	C. & W. Earle Hull	F; <i>hél</i> ; 6 comp; $\frac{1}{2}$ D. 18m20; p. P; rp- car. 9.05.	52.6 179-5	6.5 21-2	3.84 12-6	.....	Hull	11.05	
•	78	HIRONDELLE, <i>Esposeilo</i> 97-06 (6.04)	I	3/3,G	1.1.	Glt	213 99 134	Frç	78 V.04	Abercorn Shipbuild- ing Co Paisley	F; <i>hél</i> ; 4 comp; $\frac{1}{2}$ D. 13m50; R. 3m50; G. 11m; rp. 03; car. 4.06.	39.92 131-0	6.30 20-8	3.00 9-10	.....	Oran	Nt. 4.06	
✠	79	HIRONDELLE, ..... (6.95)	III	—	—	Chl 2 P-A	36 27	Frç	95	A. Dubigeon Nantes	A; <i>hél</i> ; 5 comp; shaded; R. R. 1m50; R. A. 4m; 2 p. T.	19.00 62-4	3.85 12-8	1.50 4-11	.....	Saigon	Nt. = 95	
✠	80	HIROSAKI-MARU ( <i>ex-</i> <i>Ohio-IV</i> ), <i>Higo.</i> (2.06) ELECTR.	I P. R.	3/3,A A.&C.P.	1.1.	2 m 2 P-S	1362 834 1122	Jap	03 V.06	Sir Raylton, Dixon & Co Ld Middlesbrough	A; <i>hél</i> ; 6 comp; spard; D. 7m32; R. 22m56; G. 12m20; (WB. cell. 198 t.; C. R. 9 t.; C. A. 18 t.); 1 p. A; rp-car. 1.07.	73.07 239-9	10.73 35-3	6.30 20-8	47 49½ 51½	Kobe	Kobe 1.07	
✠	81	HISPANIA ( <i>ex-Wandrahm</i> ), ..... (11.93)	I P. R.	—	—	Glt 2 P	1618 2379	Alm	90 V.93	Joh. C. Tecklenborg Geestemünde	A; <i>hél</i> ; 7 comp; D. 45 t; R. 190 t; G. 40 t; (WB. cell. 450 t.); 2 p. A; grp- car. 11.93.	97.00 318-0	12.19 40-0	7.70 25-3	.....	Hamburg	Qst. 02	
•	82	HISPANIA ( <i>ex-Touraine</i> ), <i>Serra.</i> (7.06)	II	3/3,G	1.1.	4 m 2 P	1006 475	Itl	66 V.06	Forges et Chantiers La Seyne	F; <i>hél</i> ; 5 comp; R. 20m & 9m; G. 5m60; rp. 04; car. 7.06.	73.00 239-6	8.82 29-0	5.64 18-6	.....	Gènes	Gn. 7.06	
✠	83	HISPANIA, <i>Stickler.</i> (3.05)	I	3/3,L A.&C.P.	1.1.	Glt 2 P	1111 683 1051	Nrw	85 V.05	Tyne Iron shipbuild- ing Co Newcastle	A-F; <i>hél</i> ; 6 comp; R. 10m05; (WB. cale R. 58 t; E. & B. 45 t; C. 7 t.); 1 p. A; 1 p. T; car. 2.07; rp. 07.	64.0 210-0	9.2 30-1	6.55 21-6	.....	Tönsberg	Mob. 2.07	
✠	84	HJELM, <i>Hansen.</i> (5.01)	I P. R.	—	—	Glt	286 158 233	Dan	01	Kjöbenhavns Flyde- dok & Skibsværft Copenhagen	A; <i>hél</i> ; 4 comp; D. 15m50; $\frac{1}{2}$ G. 5m33; (WB. C. A. 30 t.; R. 30 t.; 1 p. A.	40.43 132-8	7.65 25-1	2.89 9-6	.....	Copenhagen	Cph. 01	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES							SPECIAL SURVEY	BOILERS							LAST SURVEY																					
			DESCRIPTION DATE OF CERTIFICATE	23 NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY		NUMBER and DESCRIPTION	SHELL		Furnaces	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION																							
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in in. lbs						Diamet.   Length — IN METERS IN FEET AND INCHES																											
													24				25		26	27	28	29	30	31	32	33	34	35	36	37	38								
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
73	Ångfartygs Aktiebolaget « Mercur »	•	Comp. (4.06)	2	52 - 99 20.5 - 39	61 24	240 80	Bergens Mek. Werkstad Bergen 1880	Got. 4.06	•	1 C	3.13 10-3	3.09 10-2	2	3.10 33	4.5 65 4.2-60	Bergens Mek. Werkstad Bergen 1880	Got. 4.06 P.C. 4.06 v.c. 4.07																					
74	A. S. Dampskibsselskabet « Hesselø »	✦	Comp. (9.07)	2	32 - 61 12.5 - 24	38 15	30 190 150	KjöbenhavnsFlyde- dok & Skibsværft Copenhagen 1907	Cph. 9.07	✦	1 O	2.90 9-6	2.90 9-6	2	2.32 25	61 655 120	KjöbenhavnsFlyde- dok & Skibsværft Copenhagen 1907	Cph. 9.07																					
75	Jammy & Galtier	✦	Comp. (11.02)	2	27 - 43 10.5 - 17	43 17	20 75 120	Gebr. Stork & Co Hengelo 1902	.....	✦	1 C	2.45 8-1	5.25 17-3	2	3.28 35	100 1076 108	Gebr. Stork & Co Hengelo 1902	Am. 02																					
76	État du Congo	•	Tr. Exp. (3.05)	3	31 - 50 - 80 12-20-31.5 PS. 3.05	60 23.5	400 150	St <sup>e</sup> John Cockerill Seraing 1891	Av. 3.05	•	1 C	3.40 11-2	3.00 9-10	2	4.71 51	120 1290 164	St <sup>e</sup> John Cockerill Seraing 1904	Av. 3.05																					
77	.....	•	Comp. (9.05)	2	55 - 97 21.6 - 38 PS. n.03, v. 12.05	68.5 27	75 300	F. Charlton Grimsby 1876	Hull 05	•	1 C	3.58 11-9	3.20 10-6	2	3.50 38	155 1666 60	Earle's Shipbuilding & Engineering Co Hull 1887	Dp. 9.05 v.c. 9.05																					
78	T. D. Hyaffil & Co	•	Comp. (6.04)	2	48 - 84 19-33 PS. n. 5.05	61 24	55 220 85	Abercorn shipbuild- ing Co Paisley 1878	Nt. 4.06	•	1 C	3.20 10-6	2.74 9-0	2	3.15 34	100 1075 78 5.5-78	de la Brosse & Fou- ché Nantes 1901	Nt. 4.06 P.C. 4.06 v.c. 0.4																					
79	Messageries fluviales de Cochinchine	✦	Comp. (6.95)	2	20 - 34 8 - 13	21 8.4	15 60 320	Faivre aîné & fils Nantes 1895	.....	✦	1 C	1.25 4-1	1.40 4-7	1	0.95 10	25 269 86	A. Dubigeon (sys- tème Bigot) Nantes 1895	Nt. 95																					
80	Nippon Yusen Kabus- hiki Kaisha	✦	Tr. Exp. (2.06)	3	56 - 89 - 150 22 35-59 PS. 2.06	99 39	275 1450 86	Richardson, West- garth & Co Ltd Middlesbrough 1903	Kobe 1.07	✦	3 C	4.11 13-5	3.20 10-6	9	16.90 182	488 4830 180 12.6-180	Richardson, West- garth & Co Ltd Middlesbrough 1903	Kobe 1.07 P.C. 2.06 v.c. 2.06																					
81	Hamburg-Amerik. Packetf. Act. Ges.	✦	Tr. Exp. (11.93)	3	60 - 96 - 162 23.6 - 37.7 - 64	107 42	300 1300 68	Buckauer Maschi- nenfabrik Buckau 1891	.....	✦	2 C	4.50 14-9	3.10 10-2	6	12.50 135	440 4731 163	Joh. C. Tecklenborg Geestmünde 1891	N-Y. 93 v.c. 93																					
82	G. Savona	•	Tr. Exp. (7.06)	3	49 - 78 - 125 19 - 31 - 49.5 PS. 7.06	90 35.5	800 82	Forges et Chantiers La Seyne 1889	Gn. 7.06	•	2 C	3.30 10-10	3.19 10-6	4	9.08 98	227 2441 128 3-42	Forges et Chantiers La Seyne 1889	Gn. 7.06 P.C. 7.06 v.c. 7.06																					
83	Aktieselskabet « Hispa- nia » (A. Arntzen)	✦	Tr. Exp. (2.05)	3	51 - 79 - 132 20 - 31 - 52 PS. c. 0.96; v. 2.07	91.4 36	140 700	W. Richardson Newcastle 1885	Moh. 2.07	✦	2 C	3.46 11-3	2.99 9-9	4	6.13 66	10.5 150	W. Richardson Newcastle 1885	N-O. 6.07 v.c. 2.05 P.C. 2.06																					
84	Det Forenede Damp- skibs-Selskab	✦	Comp. (5.01)	2	36 - 71 14 - 28	46 18	41 200 120	KjöbenhavnsFlyde- dok & Skibsværft Copenhagen 1901	.....	✦	1 C	2.97 9-9	2.72 8-11	2	2.30 25	75 803 120	KjöbenhavnsFlyde- dok & Skibsværft Copenhagen 1901	Cph. 01																					

# HOL

HOL																			
SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE	
	— DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME						T.	R.											U.
	1	2					3	4											5
•	85	HJÖRDIS (ex-Gimle), Hirsch. (2.07)	III	3/3,G	1.1.	G 3m	431 227 325	Nrw	73 1107	Actien-Ges. «Hansa» Rostock	F; hél; 5 comp; D. 17m06; G. 7m91; (WT. 80 t.); rp-car. 8.07.	49.07 161-0	7.11 23-4	3.81 12-10	.....	Moss	Chrt. 8.07		
✝	86	HOANGHO (ex-Jenfeld), Geissel. (7.03)	I	3/3,A A.&C.P.	1.1.	Glt 2 P-B-S	1118 690 1076	Alm	83 V.03	Motala Warf Norrköping	A-F; hél; 5 comp; spard; (WB. 235 t.); 1 p. F; 1 p. P; rp-car. 3.06.	66.30 217-6	9.30 30-6	6.83 22-5	.....	Hamburg	H-K. 3.06		
✝	87	HOERDE, ..... (7.01) ELECTR. Trunk Steamer.	I	—	—	Glt	4974 3230 4435	Alm	01	Sir James Laing & Sons L <sup>d</sup> Sunderland	A; hél; 8 comp; D. 5m33; R. 27m30; G. 11m68; (WB. cell. 1079 t; T.M. 2062 t.); C. R. 41 t.; 1 p. A.	115.25 378 2	16.80 55-5	7.77 25-6	==	Hamburg	N-C. 01		
✝	88	HOFDING, Bengtsson. (2.04)	I P. R.	3/3,G A.&O.P.	1.1.	2 m	1605 564 477	Sds	04	Helsingborgs Skepps varfs Aktiebolag. Helsingborg	A; hél; 5 comp; D. 20m76; R. 15m24; G. 5m94; (WB. 205 t; C. R. 24 t.); rp.05; car. 3.07.	58.44 191-9	9.60 30-6	3.80 12-6	.....	Helsingborg	Rd. 3.07		
✝	89	HOGLAND (ex-Donar), ..... (5.99)	I	—	—	Glt 2 P-B-S	1600 980 1600	Alm	82 V.99	Actien-Gesellschaft « Weser » Bremen	F; hél; 6 comp. (WB. cell. 285 t.); 2/2 p. F; rp-car. 3.02.	80.30 263-5	10.52 34-5	7.60 24-9	==	Bremen	Wes. 02		
✝	90	HOHENZOLLERN. Mester- mann, P. (7.97)	45	3/3,P	1.1.	Glt	68 23	Alm	97 0.05	J. Möller Rostock	C; hél; car. 4.05.	24.90 81-9	4.71 15-6	2.50 8-2	.....	Rostock	Rst. 4.05		
•	91	HÖLAR (ex-Vadsö), Örsted. (2.07)	I	3/3,G	1.1.	2 m	548 321 370	Dan	93 V.07	Nylands Mekaniska Werksted Christiania	A; hél; 5 comp; D. 27m12; G. 7m62; (WB. cell. 71 t; C. R. 13 t; C. A. 32 t.); 1 p. F.	48.87 160-4	8.26 27-1	3.86 12-8	.....	Copenhagen	Cph. 1.07		
✝	92	HOLLAND, Pearman. Turret. 86-06 (11.06)	I	3/3,L A.&C.P.	1.1.	2 m	3228 2938 3128	Ang	06	W. Doxford & Sons L <sup>d</sup> Sunderland	A; hél; 7 comp; D. 9m70; G. 9m33; (WB. cell. 1097 t; C. R. 23 t.); 1 p. A; rp-car. 3.07.	106.78 350 4	15.27 50 1	6.84 22 5	129 1/2 134	London	N-C. 3.07		
✝	93	HOLLAND, Omain. ELECTR. 74-02 (4.06) Remorqueur.	I	3/3,P A.&C.P.	1.1.	1 m 1 P-B	446 140 348	Fre	02 V.06	J.T. Eltringham & Co South-Shields	A-F; 2 hél; 6 comp; (WB. 20 t.); 1 p. P; 1 car. 1.07.	45.72 150-0	8.57 28-1	3.76 12 4	.....	Boulogne	Big. 7.07		
✝	94	HOLLANDA, ..... (1.02) ELECTR. Drague.	I	—	—	1 m	305	Chl	02	A. F. Smulders Slikkerveer	A; hél; 8 comp.	43.10 141-5	7.50 24 7	3.20 10-6	.....	Valparaiso	Rd. 02		
✝	95	HOLLANDER, Leffers. (5.07)	I	3/3,A A.&C.P.	1.1.	Glt 1 P-B	759 164	P-B	84 V.07	Ned. Stoomboot Maat- schappij Rotterdam	F; hél; 5 comp; D. 34m, G. 10m; (WB. DF. A. 45 t; R. 20 t.); p. PP; grp 90; rp.07; car. 5.07.	60.0 196-10	8.4 27-7	4.80 15-9	.....	Rotterdam	Rd. 5.07		
✝	96	HOLSATIA, Maass. 90-05 (5.04)	I	3/3,L A.&C.P.	1.1.	Glt 2 P	1820 1156 1698	Alm	80 V.04	Reiherstieg Schiffs- werfte Hamburg	F; hél; 5 comp; G. 9m75; R. R. 52t; (WB. R. 90 t.; 2 p. S; rp.07; car. 6.07.	85 62 280-9	10.45 34-3	7.25 23-8	58.0 61 1/2 66.0	Swinemünde	Stt. 6.07		

N.B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



## MACHINES

## CHAUDIÈRES

## ARMATEURS

MACHINES										CHAUDIÈRES									
SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale force indiquée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	surf. de grille en m <sup>2</sup> , carr. en pieds carr.	surf. de chaudière en mètres carrés en pieds carrés	PRESSION Claud. princ. Claud. auxil.	CONSTRUCTEURS	DATE DE VISITE DES CHAUDIÈRES
				DIAMÈTRES — EN CENTIMÈTRES EN POUCHES	24							25	26						
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
•	Comp. (2.07)	2	52 - 96 20.5 - 38 PS. 8.07	63 25	198	Actien-Ges. Hansa Rostock 1873	Chrt. 8.07	•	1 C	3.12 10-3	2.60 8-6	2	2.41 26	96 1033	4.2 60	Lübecker Maschi- nenb. Act. Ges. Lübeck 1889	Chrt. 2.07 v.c. 2.07		
✠	Comp. (7.03)	2	74 - 136 29.2 - 53.6 PS. 3.06	81 32	460 70	Motala Mekan. Werkstad Motala 1883	H-K. 3.06	✠	2 C	3.28 10-9	2.98 9-9	4	7.62 82	232 2500	5.62 80	Bergsunds Mekan. Werkstad Stockholm 1897	H-K. 3.06 p.c. 3.06 v.c. 3.06		
✠	Tr. Exp. (7.01)	3	69 - 109 - 183 27 - 43 - 72	114 45	1850 65	Geo Clark Ld Sunderland 1901	.....	✠	3 C	4.57 15-0	3.20 10-6	9	17.27 186	584 6287	12.66 180	Geo Clark Ld Sunderland 1901	N-C. 01		
✠	Tr. Exp. (2.04)	3	37 - 59 - 101 15 - 23 - 39.5 PS. 3.07	69 27	80 450 105	Helsingborgs Skeppsvarfs Aktie- bolag. Helsingborg 1903	Rd. 3.07	✠	1 C	3.80 12-6	2.97 9-9	3	4.18 45	137 1472	11.5 165 6.3-90	Helsingborgs Skeppsvarfs Aktie- bolag. Helsingborg 1903	Hlsb. 04		
✠	Comp. (5.99)	2	86 - 150 34 - 59	107 42	160 700 66	Actien-Gesellschaft « Weser » Bremen 1882	.....	✠	2 C	3.72 12-2	2.83 9-4	4	7.71 83	280 3016	5.27 75	Actien-Gesellschaft « Weser » Bremen 1882	Wes. 00 v. c. 99		
•	Comp. (4.05)	2	30 - 66 12 - 26 PS. 4.05	29 11.4	80 140	Möller & Holberg Grabow O/O. 1897	Rstk. 4.05	•	1 C	1.93 6-4	2.44 8-0	2	1.28 14	35 377	7 100	M. Gehre Dusseldorf 1893	Rstk. 4.05 v.c. 4.05		
•	Triple (2.07)	3	29 - 45 - 76 11.5 - 17.5 - 30	69 25	60 340 105	Nylands Mekaniska Werkstad Christiania 1893	Cph. 2.07	•	1 C	3.45 11-4	3.05 10-0	2	2.88 31	95 1028	11.2 160 6.3-90	Nylands Mekaniska Werkstad Christiania 1893	Cph. 2.07 p.c. 2.07 v.c. 2.07		
✠	Triple (11.06)	3	64 - 104 - 168 25 - 41 - 66 PS. 3.07	114 45	316 1450 66	W. Doxford & Sons Ld Sunderland 1906	N-C. 3.07	✠	2 C	4.96 16-3	3.35 11-0	6	11.24 121	4.79 5157	11.2 160 7-100	W. Doxford & Sons Ld Sunderland 1906	N-C. 11.06		
✠	2 Tr. Exp. (4.06)	6	33 - 53 - 89 13 - 21 - 35 PS. 6.06	61 24	900 120	G. T. Grey South-Shields 1902	Blg. 7.07	✠	2 C	3.66 12-0	3.20 10-0	4	6.41 69	231 2480	12.6 180	J. T. Eltringham & Co South-Shields 1902	Blg. 7.07 v.c. 6.06		
✠	Comp. (1.02)	2	38 - 75 15 - 29.5	40 15.7	50 250 140	A. F. Smulders Rotterdam 1901	.....	✠	2 C	2.50 7-7	2.00 6-7	2	3.06 33	94 1011	8 114	A. F. Smulders Rotterdam 1901	Rd. 02		
✠	Comp. (5.07)	2	58 - 109 23 - 43 PS. c. 06, v. 5.07	76 30	120 320	Ned. Stoomb. Maat- schappij Rotterdam 1884	Rd. 5.07	✠	1 C	4.11 13-6	3.15 10-4	3	4.84 52	162 1630	7.21 103	Ned. Stoomb. Maat- schappij Rotterdam 1895	Rd. 5.07 p.c. 5.07 v.c. 5.07		
•	Comp. (5.04)	2	86 - 158 31 - 62 PS. c. 06, v. 3.07	107 42	205 800	Reiherstieg Maschi- nen-Fabrik Hamburg 1880	N-C. 3.07	•	2 C	3.90 12-10	3.09 10-2	6	9.28 100	270 2903	4.92 70	Ramage & Ferguson Leith 1892	N-C. 3.07 v.c. 04		



HUD

SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS	PROPELLER	WATERTIGHT COMPARTMENTS	ERECTED ON DECK	WATERBALLAST, DECKS	REPAIRS	LENGTH	BREADTH	DEPTH	FREE BOARD	SUMMER WINTER W.N.A.	PORT OF REGISTRY	LAST SURVEY
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.																
DATE OF TERM								U.																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18								
✠	97	HOLSTEIN, . . . . . (8.95)	I	—	—	Glt	1540 1103 1491	Alm	82 V.94	G. Howaldt Kiel	F; hel; 5 comp; spard; R. 5m64; G. 10m97; (WB. cell. 230 t.; 1 p. F; 1 p. T; car. 4.98.	79.01 259-2	9.80 32-2	7.16 5.00 23-5 16-5	==	Hamburg	N-Y. 98								
.	98	HOLSTEIN, <i>Fretwurst.</i> 02-05 (6.03)	I	3/3, L	1.1.	Glt	1321 826 1158	Alm	89 h. 03	Howaldtswerke Kiel	A; hel; 5 comp; spard; D. 5m; R. 15m2; G. 10m5; (WB.; 1 p. A; grp. 03; car. 9.07	73.17 240-1	10.46 34-3	5.80 19-0	.....	Kiel	Hbg 9.07								
✠	99	HONFLEUR, <i>Vallee.</i> 94-98 (11.04) Remorqueur.	I	3/3, P	1.1.	1 m	107 00 84	Frc	98 V.04	Compagnie Générale de Navigation Rouen	A; hel; 6 comp; car. 10.04.	25.30 83-0	6.13 20-1	3.40 11-2	.....	Honfleur	Hv. 04								
✠	100	HONGKONG, <i>Coreil.</i> ELECTR. (7.04)	II	3/3, L	1.1.	Glt	1208 630 1076	Frc	93 V.04	Sunderland Ship- building Co Sunderland	A; hel; 5 comp; spard; R. N. 10m97; R. R. 9m75; (WB. E. & B. 60 t; C. N. 20 t. C. R. 60 t.); 1 p. T; 1 p. PP; rp-car. 4.07.	73.15 240 0	9.75 32-0	5.28 17-4	62½ 64½ 67½	Marseille	H-K. 4.07								
✠	101	HOPEDALE, . . . . . (6.99) Tarret.	I	—	—	Glt	1746 1084 1502	Ang	95 V.99	W. Doxford & Sons Ld Sunderland	A; hel; 6 comp; G. 8m54; R. N. 7m24; (WB. 530 t.); C. N. 80 t.; C. R. 30 t.); 1 p. A; rp-car. 4.02.	85.34 280-0	11.58 38-0	5.64 18-6	.....	Sunderland	N-C. 02								
✠	102	HOTHAM-NEWTON, ELECTR. <i>Andersson.</i> Petrol. in bulk. (10.03)	II	3/3, L	1.1.	Glt	2648 1690 2512	Ang	93 V.06	Sir Raylton Dixon & Co Middlesbrough	A-F; hel; 13 comp; D. 9m14; G. 9m75; WT. N. 352 t; WB. E. & B. 128 t; C. N. 75 t; C. R. 27 t); 2 p. A; grp-car. 5.07.	94.49 301 0	12.22 40-1	7.70 25-3	.....	Middlesbrough	N-C. 5.07								
✠	103	HOUSATONIC (ex-Northern- Light, <i>James.</i> (10.05) ELECTR. Petrol. in bulk and other cargoes.	II	3/3, L	1.1.	G3m	4041 2775 3413	Ang	93 V.05	Naval construction & Armaments Co Barrow	A. hel; 20 comp. shadedeck; (WB. R. & E. B; WT. A; C. N; C. R.); 2 p. A; rp-car. 4.07.	105.86 347 4	13.91 45-8	10.43 34-3	.....	London	N-C. 4.07								
✠	104	HOUTMAN, <i>Leeuw.</i> (1.06)	I	3/3, L	1.1.	2 m	1630 1009 1457	P B	01 V.06	Mb voor Scheeps- bouw P'ynoord Rotterdam	A; hel; 5 comp; awningd; (WB. cell. 434 t; C. A. 53 t; C. R. 45 t.); car. 1.06.	76.05 249-6	12.20 40-0	6.10 20-0	44 46½ 48½	Batavia	Btv. 1.06								
.	105	HOWARD-L-SHAW, . . . . . ELECTR. (9.00)	I	—	—	2 m	4901 3802	Amr	00	Detroit Shipbuilding Co Detroit	A; hel; 4 comp; (WB.).	132-70 435-5	15.67 51-5	8.54 28-0	.....	Duluth	Clv. 00								
✠	106	HUDIKSVALL, <i>Oestmann.</i> (9.00)	I	—	—	Glt	782 487 589	Alm	92 V.00	Burmeister & Wain Copenhagen	A; hel; 5 comp; weld; 1 D. 22m56; R. 16m15; G. 7m62; (WB. cell. 180 t; C. R. 12 t.); 1 p. F; grp. SS. 96; car. 2.00; rp. 99.	61.28 201 1	9.49 31-2	4.04 13-3	.....	Hamburg	Hbg 00								
.	107	HUDIKSVALL (ex-Super- nal, <i>Hagelqvist.</i> (5.07)	II	3/3, A	1.1.	2 m	1189 724 1175	Sds	73 V.07	Bartram, Haswell & Co Sunderland	F; hel; 5 comp; (WB. 187 t.); 1 p. F; grp car. 5.07.	70 47 231-3	9.14 30-0	6.94 22-9	.....	Hudiksvall	Stkh. 5.07								
✠	108	HUDSON, <i>Le Barrier.</i> ELECTR. (4.05)	I	3/3, L	1.1	2 m	5557 3519	Frc	05	Chantiers de St Na- zaire Rouen	A; hel; 8 comp; weld; D. 81m50; R. 27m50; G. 14m40; WB. cell. 1058 t; 393-1; C. R. 115 t; C. N. 75 t.); 2 p. A; car. 3.07.	119.81 393-1	15.47 50-9	8.30 27-3	57 62½	Le Havre	Hv. 3.07								

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		MAKERS								
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Diameter — IN METERS IN FEET AND INCHES	Length — IN METERS IN FEET AND INCHES	NUMBER of square feet in square meters in square feet	heating surface in square meters in square feet	PRESSURE Main Boiler, Donkey Boiler, in kg. per sq. cm.	PORT AND DATE of CONSTRUCTION							
19	20	1	2	3	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
97	Mich. Jebsen (à Apenrade)	✠	Comp. (7.94)	2	70 - 130 27.6 - 51.5	110 43.3	160 650 65	Geb. Howaldt Kiel 1882	.....	✠	2 C	3.24 10-7	2.93 9-7	4 77	250 2685	5.27 75	Gebr. Howaldt Kiel 1882	II-K. 94 v.c. 94					
98	H. Diederichsen	.	Tr. Exp. (6.03)	3	50 - 80 - 130 19.7-31.5-51 PS. n. 6.06	80 31.5	215 860 80	G. Howaldt Kiel 1889	Hbg 9.07	.	2 C	3.40 11-1	3.05 10-0	4 82	254 2731	11 157	G. Howaldt Kiel 1889	Kiel 9.06 v.c. 03					
99	Chambre de Commerce	✠	Comp. (11.04)	2	45 - 82 17.7-32.3 PS. 10.04	69 23.6	60 250 98	Dubus & Dupont Le Havre 1898	Hv. 04	✠	1 C	3.08 10-1	3.25 10-8	2 40	100 1075	6 85	Dubus & Dupont Le Havre 1898	Hv. 04 v.c. 04					
100	Marty & d'Abbadie (à Haiphong)	✠	Tr. Exp. (7.04)	3	51-82.5-131 20-32.5-53 PS. 4.07	91.4 36	150 1050 90	North-Eastern Ma- rine Engs Co Ld Sunderland 1893	H-K. 4.07	✠	2 C	3.96 13-0	3.05 10-0	6 90	294 3166	11.2 160 5.6-80	Hong-Kong & Whampoa Dock Co Ld Hong-Kong 1904	H-K. 4.07 P.C. 11.06 v.c. 04					
101	Phillip H. Laing	✠	Tr. Exp. (6.99)	3	51-84-137 20-33-54 PS. n. 4.02	91 36	180 800	Wm Doxford & Sons Ld Sunderland 1895	.....	✠	2 C	3.95 13-0	3.20 10-6	6 87	286 3092	11.2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1895	N-C. 02 v.c. 04					
102	J. M. Lennard & Sons Ld	✠	Tr. Exp. (10.06)	3	61-99-163 24-39-64 PS. n. 02, v. 5.07	107 42	230 1350 70	North-Eastern Ma- rine Engs Co Ld Sunderland 1893	N-C. 5.07	✠	2 C	4.64 15-3	3.12 10-3	8 126	11.75 4104	11.2 160 5.2-75	North-Eastern Ma- rine Engs Co Ld Sunderland 1893	N-C. 5.07 P.C. 10.06 v.c. 10.06					
103	Anglo-American Oil Co Ld (James M'Donald)	✠	Tr. Exp. (10.05)	3	61-109-175 24-42.5-69 PS. n. 4.07	114 45	240 2000 75	Naval Construction & Armaments Co Barrow 1893	N-C. 4.07	✠	3 C	4.37 14-4	3.20 10-6	9 190	17.65 160 11.2-160	11.2 160 11.2-160	Naval Construction & Armaments Co Barrow 1893	N-C. 4.07 v.c. 10.05 P.C. 10.05					
104	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (1.06)	2	44-17-114 17.5-28-45 PS. 1.06	79 31	1200 85	Mij voor Scheeps- bouw Fyenoord Rotterdam 1901	Btv. 1.06	✠	1 C	4.35 14-3	3.66 12-0	3 57	5.30 2346	11.2 160 5.6-80	Mij voor Scheeps- bouw Fyenoord Rotterdam 1901	Btv. 1.06 P.C. 1.06 v.c. 1.06					
105	Donora Mining Co	.	Tr. Exp. (9.00)	3	56-89-147 22-35-58	107 42	1150 85	Detroit Shipbuild- ing Co Detroit 1900	.....	.	2 C	3.96 13-0	3.58 11-7	4 88	518 4292	11.6 165	Detroit Shipbuild- ing Co Detroit 1900	Clv. 00					
106	H. M. Gehrockens	✠	Comp. (9.00)	2	65-117 25.5-46	76 30	120 480	Burmeister & Wain Copenhagen 1892	.....	✠	1 C	4.34 14-3	3.20 10-6	3 62	5.80 1931	6.3 90 6.3-90	Burmeister & Wain Copenhagen 1892	Hbg 00 v.c. 00					
107	Hudiksvalls Travaru Aktiebolag.	.	Comp. (5.07)	3	69-130 27-51 PS. 5.07	84 33	98 480 70	J. Dickinson Sunderland 1873	Sth 5.07	.	1 C	4.27 14-0	3.12 10-3	3 54	5.02 2000	5.6 80 4.2-60	J. Dickinson Sunderland 1883	Sth. 5.07 P.C. 5.07 v.c. 5.07					
108	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (4.05)	3	68-109-183 26.5-43-72.5	122 48.5	700 2800 80	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1905	Nt. 4.05	✠	3 C	4.36 14-4	3.32 10-11	9 171	15.87 6849	12.6 180	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1905	Hv. 3.07					

SURVEILLANCE SPECIALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉEMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX PROPULSEUR		LONGUEUR		LARGUEUR		CREUX		PORT		LIEU et DATE dela DERNIERE VISITE	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL									T. R. U.				PORT DE CONSTRUCTION		COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES		EN PIEDS & POUCES		D'ARMEMENT					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18									
✠	109	HUELVA, . . . . . (8.05)	I	3/3, R	1.1.	2 m	250	Esp	05	A. F. Smulders Schiedam	A; 6 comp; p. A.	40.00	6.50	2.86	.....	Huelva	Rel. 8.05									
		Drague.		A.&C.P.								131-3	21-4	9-5												
✠	110	HUGH-KENNEDY, . . . . . (3.07)	I	3/3, Lakes	1.1	—	—	Amr	07	American Shipbuilding Co Lorain	A; hél: 4 comp; (WB. DB. & Side tanks).	62-10	17.07	9.44	.....	Fairport	Civ. 3.07									
		ELECTR.					1501 940 1157					53-0	36-0	31-0												
✠	111	HUGO, Steen (5.97)	I	3/3, G	1.1.	2 m	940 1157	Dan	07	Howaldtswerke Kiel	A; hél: 5 comp; D. 26m23; R. 18m30; G. 9m15; (WB. cell. 418 t; C. R. 23 t; X. 35 t.); rp-car. 9.07.	73.72	11.00	5.03	[20 25]	Copenhagen	Ld. 9.07									
		80-07		P.R.	A.&C.P.							241-2	36-1	16-5												
✠	112	HUNGARIA, . . . . . (10.96)	I	—	—	Glt 2 P-B	1253 1848	Alm	84 V.96	Reiherstieg Schiffswerfte Hamburg	A; hél: 7 comp; D. 10m36; R. 21m34; G. 11m58; (WB. cell. 386 t.; 1 p. F; 1 p. T); rp-car. 10.96.	87.78	11.06	6.91	.....	Hamburg	Hbg 96									
							1945 1309	Amr	98	Cleveland Shipbuilding Co Lorain (O.) 1898	A; hél: 4 comp; R. R; R. Y. G; (WB cell.); 2 p. A.	72.54	12.80	6.71	.....	Cleveland	Chc. 98									
	113	HURON, Slough. (8.98)	I	—	—	Glt 2 P	1945 1309					72.54	12.80	6.71	.....											
		ELECTR.										238-0	42-0	22-0												
✠	114	HURONIC, . . . . . (3.02)	I	—	—	2 m 2 P-II	3329 2211	Ang	02	Collingwood Shipbuilding Co Collingwood (Ont)	A; hél: 6 comp; (WB. cell.)	93.85	13.10	7.27	.....	Collingwood (Ont)	Civ. 02									
		ELECTR.										308-0	43-0	23-10												
	115	HURRICANE, Schmidt. (12.04)	I	3/3, G	1.1.	Glt 1 P-B	950 562	Rss	78 III-01 V.05	R. Napier & Sons (Glasgow)	F; hél: 6 comp; (WB. 125 t.; 1 p. F; rp.03; car. 4.07.	68.64	9.54	4.72	.....	Riga	Rig 4.07									
		86-98										225-3	31-4	15-6												
		(12.04)					415																			
✠	116	HVIDINGSØ (ex-Alpha), Lund. (3.06)	C	3/3, P	1.1.	Glt	248 324	Nrw	91 0.06	P. Lärsson Thorskog	F-C P; ch. lng; hél; sfb; grp-car. 88 3.03; rp.07.	44.52	7.11	3.79	.....	Stavanger	N.C. 10.07 c. v. 6.06									
												146-1	23-4	12-5												
✠	117	HYPOLITE-WORMS, Vallin. (6.07)	I	3/3, G	1.1.	G3m 2 P	1025 615 922	Fre	82 V.07	Lobnitz & Co Renfrew	F; hél: 7 comp; D. 10m05; R. 40 t. G. 10m05; WT. caie A.; 2 p. P; rp-car. 7.07.	72.5	9.6	5.08	.....	Le Havre	Hv. 9.07									
		88-01		A.&C.P.								238-0	31-6	16-8												



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE surdegrille en mèt. carr. en pieds carr.	surf. de chauffe en mèt. carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION				
					DIAMÈTRES — EN CENTIMÈTRES EN POUÇES	ENVOI							Diamèt.	Long.						EN MÈTRES EN PIEDS ET POUÇES	ENVOI		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
109	Junta de Obras del Puerto	✠	Tr. Exp. (8.05)	3	27 - 44 - 75 10.5 - 17 - 29.5	35 14	150 120	A. F. Smulders Schiedam 1905	Rd. 8.05	✠	2 C	2.30 7-7	2.80 9-2	2	2.72 30	94 1107	12.4 177 12.4-177	A. F. Smulders Schiedam 1905	Rd. 8.05				
110	Mitchell & Co	✠	Triple (3.07)	3	60 - 97 - 160 23.5 - 38 - 63	107 42	1765 83	American Shipb. Co Cleveland 1907	Clv. 3.07	✠	2 C	4.57 15-0	3.50 11-6	6			12.6 180	American Shipb. Co Cleveland 1907	Clv. 3.07				
111	Dampskibs-Selskabet « Myren » (Holm & Wonsild)	✠	Triple (5.07)	3	43 - 68 - 107 17 - 27 - 42 PS.9.07	76 30	600 90	Howaldtswerke Kiel 1907	Kiel 5.07	✠	2 C	3.35 11-0	3.03 9-11	4	6.72 72	221 2377	12.5 178	Ottensener Eisen- werk Altona 1907	Kiel 5.07				
112	Hamburg-Amerik. Pac- ketf. Act. Ges.	✠	Comp. (10.96)	2	89 - 168 35 - 66	107 42	250 1000 65	Reiherstieg Schiffs- werfte Hamburg 1884	.....	✠	2 C	4.41 14-6	10.7 3-22	6	11.15 120	375 4040	6.25 89	Reiherstieg Schiffs- werfte Hamburg 1884	Hbg 96 v.c. 96				
113	Lower Lake S. S. Co	.	Tr. Exp. (8.98)	3	47 - 80 - 130 18.5 - 31.5 - 51	91 36	900 90	ClevelandShipbuild- ing Co Cleveland (O.) 1898	.....	.	1 C	4.42 14-6	3.50 11-6	3	5.11 55	203 2181	12 170	ClevelandShipbuild- ing Co Cleveland (O.) 1898	Chc. 98				
114	Northern Navigation Co	✠	Tr. Exp. (3.02)	3	66 - 107 - 178 26 - 42 - 70	107 42	2350	John Inglis & Sons Toronto (Ont.) 1902	.....	✠	4 C	3.80 12-6	3.66 12-0	12	22.58 245		12.3 175	John Inglis & Sons Toronto (Ont.) 1902	Clv. 02				
115	Rigaer Dampfschiff- fahrts-Gesellschaft	.	Tr. Exp. (12.04)	3	45 - 71 - 122 17.8 - 28 - 48 PS. 4.03	100 39.3	110 450 66	R. Napier & Sons Glasgow 1878 transf. 1889	Riga 4.07	✠	1 C	4.36 14-4	3.05 10-0	3	5.22 58	180 1941	10.5 150 2.2-30	Howaldtswerke Kiel 1898	Riga 4.07 v.c. 5.05 p.c. 5.05				
116	Aktieselskabet S.S. Hvi- dingsø (Chr. Sørensen & Co)	.	Comp. (3.06)	2	39 - 26 15.5 - 24.5 PS. 5.07	44 17.5	60 270 105	P. Larsson Thorskog 1891	Stvg. 5.07	.	1 C	2.59 8-6	2.59 8-6	2	2.04 22		8 115 5.6-80	P. Larsson Thorskog 1891	Stvg. 5.07 v.c. 6.06 p.c. 6.06				
117	Worms & Co	✠	Comp. (6.07)	2	81 - 158 32 - 62 PS. n. 6.07	107 42	275 1100	Lobnitz & Co Renfrew 1882	Hv. 6.07	✠	2 C	4.08 13-5	2.95 9-8	6	10.80 116	230 2473	6 85 6-85	Sté Dyle & Bacalan Bordeaux 1897	Hv. 6.07 p.c. 6.07 v.c. 6.07				



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	KUG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS — PROPELLER WATERTIGHT COMPARTMENTS ERECTIORS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN FEET & INCHES	DEPTH IN FEET & INCHES	PRE-BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.											U.
	DATE OF TERM																		
	1	2	3				4	5											6
✠	1	IBERIA, Olivieri. (9.04)	I	3/3, L	1.1.	2m 2 P-H	1284 539 1235	Fre	04	Cie Franç. de Nav. et de Constr. Navales, Nantes	A; 2 hél; 6 comp; hurricane; R. 10m30; R. N. 2m95; 1 p. A; 1 p. T; (WB. 30 t.); rp. 05; car. 3.07.	79.47 8.68 6.99 260-9 28-6 22-11	.....	Marseille	Mrs. 3.07				
✠	2	IBEX (ex-Forest-Brook), Turret. Binks. (9.04) — - 04	I	3/3, L	1.1.	Glt 1 P-B	2689 1727 2378	Ang	95 V.04	Swan & Hunter (Ld) Wallsend o/T.	A; hél; 6 comp; (WB. cell. 533 t.); G. 9m75; 1 p. A; gp. 06; rp. 07; car. 7.07.	91.44 13.10 7.32 300-0 43-0 24 0	134 138 140	Nowcastle- o/T.	Card. 7.07				
.	3	IDA (ex-Hans-Konrad), Harms. (5.06) Remorqueur.	II	3/3, M	1.1	—	45 —	Alm	04 V.06	G. Wolkau Neuhof-Hamburg	A; hél; 4 comp; p. A; car. 5.06.	16.62 4.65 2.62 54-6 15-3 8 9	.....	Hamburg	Hbg 5.06				
✠	4	IDA (ex-Perou), Arano. (8.06)	II	3/3, L	1.1	G3m 3 P	3070 1933 2839	Esp	90 V.07	James Laing Sunderland	A-F; hél; 6 comp; R. R. 15m85; R. 4m38; R. N. 6m10; G. 11m88; (WB. cell. 421 t; 2 p. A; rp. 05; car. 10.06.	99.76 2.44 8.11 327-4 40-10 26-7 ligne de charge 6m96 oad line 22 10	.....	Bilbao	Lvp. 7.07				
✠	5	IGNATIEF, Vasilianoff. Petrol. in Bulk. (9.97)	I	—	—	Glt 2 P-S	1052 715 923	Rss	97	Wm Dobson & Co Low-Walker	A; 2 hél; 11 comp; spard; D. 7m32; R. 9m44; G. 9m44; (WB. C. N. 32t.); 2 p. A.	68.42 9.75 5.08 224-6 32-0 16-8	.....	Astrakhan	N-C. 97				
✠	6	IHSAN, ..... (4.03) ELECTR.	I	3/3, P	1.1.	2m	375 262 256	Tre	03	Danubius Schoeni- chen Hartmann Budapest	A; aubes; 6 comp; R. 42m80.	54.87 6.70 2.74 180-0 22-0 9-0	.....	Constanti- nople	Bdp. 03				
✠	7	ILE-DE-FRANCE (ex-Bur- gemeester-den-Tex), Ni- colai. (9.07) ELECTR. CLAYTON APP.	I	3/3, L	1.1.	3m 3 P-S	3358 2076 2636	Fre	82 V.07	J. Elder & Co Glasgow	F; hél; 7 comp; spard; G. 12m50; 1 p. F; rp. 06; car. 9.07.	104.17 11.84 8.91 341-9 38-10 29-3	.....	Marseille	Mrs. 9.07				
✠	8	ILE-DE-GROIX, Fihan. (6.01)	I	—	—	1m	91 24 79	Fre	01	Blasse Nantes	A; hél; 6 comp; 3 D. 4m63; R. 7m; R. N. 1m75; 1 G. 4m24.	25.20 5.12 2.04 82-8 16-10 6-8	.....	Ile-de-Groix	Nt. 01				
✠	9	ILE-DE-LA-RÉUNION, ... ELECTR. (9.07)	I	3/3, L	1.1.	2m 3P	5162 3030 4842	Fre	97	Chantiers de France Dunkerque	A; hél; 7 comp; D. 11m50; R. 33m00; G. 10m50; (WB. cell. 636 t.; C. R. 24 t.); 3 p. A.	106.45 14.08 10.10 340-3 46-2 33-2	.....	Le Havre	Dk. 9.07				
.	10	ILGAS (ex-Postiljon), Trawler. Pertel. (8.04) — - 04	III	3/3, P	1.1.	1m	51 29	Rss	71 V.04	W. Lindberg Stockholm	F; hél; 4 comp; R. 7m01; (WB.); rp. 04; car. 7.05.	20.15 4.40 1.82 60-1 14-5 6-0	.....	Reval	Riga 7.05				
✠	11	ILLINOIS, ..... (7.99) ELECTR.	I	—	—	2m 2 P-A	2427 1468	Amr.	90	Chicago Shipbuilders Co Chicago	A; hél; 6 comp; Awningdeck; 1 p. A.	68.57 12.19 7.50 225 0 40-0 24-7	.....	Duluth	Chc. 99				
.	12	IMATRA (ex-Mälaren), ... (5.90)	II	—	—	Glt 1 P-B	393 259 325	Alm	72 V.95	Dobie & Co Glasgow	F; hél; 4 comp; G. E. 1 D. 6m50; R. 8m20; G. 6m50; (WB. R.); 1 p. P; rp. 93 car. 4.95.	49.80 7.18 3.94 163-4 23-6 12-9	.....	Lubeck	Lbk. 95				

N. B — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES					BUILDERS	LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY	
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		Horse power nominal				PORT AND DATE of CONSTRUCTION	SHELL	Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS PORT AND DATE of CONSTRUCTION			
					DIAMETERS IN CENTIMETERS IN INCHES	STROKE in centim. in inches							Diamet. in FEET AND INCHES	Length in FEET AND INCHES			grate surface in sq. meters in sq. feet		heating surface in sq. meters in sq. feet
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
1	Cie Marsillaise de Navigation à Vapeur (Fraissinet & Co)	✠	2 Tr. Exp (9.04)	6	50 - 80 - 132 20-31.5-52	80 31.5	650 2600 125	Cie Française de Constructions Navales Lyon 1904	Mrs. 5.06	✠	6 C	Niclausse	6	25.56 275	860 9247	15 214	J. & M. Niclausse Paris 1904	Nt. 04	
2	Ibex Steamship Co Ltd.	✠	Tr. Exp. (9.04)	3	58-97-155 23-38-61 PS.n.03,v.7.07	99 39	250 1350 62	North-Eastern Marine Engineering Co Ltd Wallsend o/T.1895	Card. 7.07	✠	2 C	4.49 14-9	3.05 10-0	6	8.70 94	384 4162	11.2 160 5.6-80	North-Eastern Marine Engineering Co Ltd Wallsend o/T.1906	N.C. 19.06 v.c. 04 P.C. 04
3	Fr. Speidel (à Pforzheim)	.	Comp. (5.06)	2	29 - 58 11.5 - 23	33 13	180 145	Ottensener Eisenwerk Altona 1904	Hbg 5.06	.	1 C	2.43 8-0	2.82 9-3	2	1.86 20	60 646	10 142	Ottensener Eisenwerk Altona 1904	Hbg 5.06 v.c. 5.06
4	Línea de Vapores Serra	✠	Tr. Exp. (7.07)	3	62 - 102 - 168 24.5 - 40 - 66 PS.n.10.06	114 45	257 1250 62	Geo. Clark & Co Sunderland 1890	Lvp. 7.07	✠	2 CD	3.75 12-4	5.11 16-9	8	13.95 150	451 4800	11.2 160 5.5-78	David Rollo & Sons Liverpool 1905	Lvp. 7.07 v.c. 7.07
5	Kuznezoff Bros	✠	2 Comp. (8.97)	4	51 - 97 20 - 38	61 24	120 850 120	Wallsend Slipway & Engg Co Ltd Newcastle o/T.1897	.....	✠	2 C	3.43 11-3	3.50 11-6	6	8.82 95	302 3246	7 100 oil burning	Wallsend Slipway & Engg Co Ltd Newcastle o/T.1897	N.C. 97
6	Idareí Massousieh	✠	Comp. diag. (4.03)	2	68 - 107 26.5 - 42	122 48	400 45	Danubius Schöni-chen Hartmann Budapest 1903	.....	✠	1 C	4.20 13-9	3.19 10-6	6	6.43 69	192 2064	9 128	Danubius Schöni-chen Hartmann Budapest 1903	Bdp. 03
7	Société Générale de Transports Maritimes à vapeur	✠	Comp. (9.07)	2	107 - 203 42 - 80 PS. 9.06	122 48	403 2200 60	John Elder & Co Glasgow 1882	Mrs. 9.07	✠	2 CD	4.11 13-6	4.88 16-0	12	22.30 240	504 5425	5.62 80	John Elder & Co Glasgow 1882	Mrs. 9.07 P.C. 9.07 v.c. 9.07
8	Union Groisillonne	✠	Comp. (6.01)	2	55 - 60 14 - 24	42 16.5	59 200 180	P. Allard & L. Durand Nantes 1901	.....	✠	1 C	2.54 8-4	2.35 7-8	2	2.16 23	76 817	7 100	A. Legal Nantes 1901	Nt. 01
9	Cie Havraise Pénin-sulaire de Navigation à Vapeur	✠	Triple (11.07)	3	62 - 101 - 167 24.5-40-66	114 45	1500 65	Caillard & Co Le Havre 1907	Hv. 11.07	✠	3 C	3.50 11-6	3.38 11-1	6	9.48 102	370 3978	13 185 7-100	Caillard & Co Le Havre 1907	Hv. 11.07
10	Gebrüder P. & K. Malachoff	.	Single (8.04)	1	34 13.5 PS.n. 12.02 v. 8.04	45 17.6	20 80 100	W. Lindberg Stockholm 1871	Riga 7.05	.	1 C	1.92 6-4	2.55 8-5	1	1.11 12	38 410	5.2 75	W. Lindberg Stockholm 1871 re. Reval 1901	Riga 7.05 v.c. 04
11	Northern Michigan Transit Co	✠	Tr. Exp. (7.99)	3	51 - 84 - 137 20 - 33 - 54	91 36	1350 100	Chicago Shipbg. Co Chicago 1899	.....	✠	2 C	3.81 12-6	3.50 11-6	4	7.43 80	353 3800	12.27 175	Hicks Bros Saginaw (Mich.) 1899	Chc. 99
12	Lübeck - Wyburger Dampfschiffahrts-Gesellschaft	.	Comp. (5.95)	2	51 - 89 20 - 35	76 30	60 240	Kincaird & Donald Greenock 1872	.....	.	1 C	3.10 10-2	2.80 9-2	2	2.57 28	99 1065	6 85	Henry Koch Lübeck 1888	Lbk 95 v.c. 95

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION	GREEMENT NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIEAUX PROPULSEUR COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRIANG ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
+	13 IMÉRÉTHIE, Boule. ELECTR. 87-03 (12.03)	I	3/3, L 1.1 A.&C.P.	2m 2 P-B	3260 1997 2862	Frq	03	03	Forges & Chantiers de la Méditerranée La Seyne	A; hél; 7 comp; D. 18m20; R. 14m50; R. N. 19m50; G. 14m80; (W). cell. 573 t.; car. 10.07.	100.78 130-8	12.35 40-10	7.79 25-7	.....	Marseille	Mrs. 10.07
	14 IMPERATOR-ALEXANDER- II, .... (10.04) ELECTR.	II	3/3, M 1.1.	2m 2 P	1118 784	Rss	58 V.04	58	J. Laird Birkenhead	F-A; hél; 6 comp; grp-car. 9.04.	68.72 225-6	9.75 32-0	5.79 19-0	.....	Odessa	Gltz. 04
+	15 IMPERATOR-NICOLAI-II, ELECTR. Wolter. (5.06) 68-04	I	3/3, G 1.1. A.&C.P.	Glt 2 P	923 568	Rss	08 V.06	08	Howaldtswerke Kiel	A; hél; 5 comp; 1 D. 19m; R. 12m; G. 15m; 1 1/2 p. A; rp. 04; car. 4.07.	67.26 220-8	9.78 7-04	4.85 15-11	.....	Riga	Riga 4.07
+	16 IMPERATUL-TRAIAN, Perietzcanu. (8.06) ELECTR.	I	3/3, L 1.1. A.&C.P.	2m 3 P-A	3363 1303 3211	Rss	06	06	Chantiers de la Loire St-Nazaire	A; 2 hél; 6 comp; chadec; R. 10m68; 49m32 & 9m54; car. 7.07.	108.99 357-7	12.83 42-1	8.35 27-5	.....	Constantza	Gltz. 7.07
+	17 IMPERIAL, Schubert. (12.05)	I	3/3, A 1.1. P.R. A.&C.P.	Glt 1 P-B	953 562 904	Alm	90 V.05	90	Rostocker Act.-Ges. für Schiff- & Maschi- nenbau Rostock	A; hél; 5 comp; weld; D. 37m49; R. 15m85; G. 17m07; (W). E. & B. 65 t; cale M. 86 t; cale R. 47 t; C. N. 40 t.; 1 p. A; grp-car. 3.06.	61.48 201-7	9.41 30-9	5.98 19-6	14.0 16.0 18.0	Kiel	Fish. 3.06
	18 INDIAAN (ex-County-Derry), Oudendijk. (12.04)	I	3/3, L 1.1.	2m 2 P	1854 1153 1381	P-B	89 V.04	89	S. P. Austin & Son Sunderland	A; hél; 5 comp; weld; (W). cell. 392 t.; 2 p. A; grp. 04; rp. 05; car. 4.07.	82.90 272-0	11.60 38-1	5.08 16-8	15 18 20	Rotterdam	Rd. 4.07
	19 INDIANA, Morle. (7.99)	I	— —	Bk 4 P-S	3335 2561 3102	Amr	73 V.99	73	Cramp & Sons Philadelphie	F; hél; 6 comp; spard; WT. cale R. 130 t; 1 p. F; 1 p. P; 2 p. PP; grp. 91. rp. 96; car. 5.02.	104.54 343-0	13.1 43-0	7.55 24-9	.....	New York	S-F. 02
	20 INDUSTRIA (ex-Antonio- s.), Del Carlo. (6.07) 02-07	13-4	3/3, M 1.1.	Glt	115 49 106	Itl	82 0.07	82	Chioggia	C-P; ch-frg; hél; d. ft. z. 3.07; grp. 07.	28.50 77-1	6.50 21-4	3.00 9-10	.....	Gènes	Gn. 5.07
	21 INDUSTRIE, Baumann. (5.06)	I	3/3, G 1.1.	Glt	839 513 630	Alm	85 V.06	85	L. Smit & Zoon Kinderdijk	A; hél; 7 comp; 1 D. R. G; (W). C. A. 70 t.; C. R. 100 t.; alg. 97; car. 3.07. rp. 07.	71.24 233-9	8.73 28-8	3.81 12-6	.....	Köln a. Rhein	Rd. 3.07
	22 INFATIGABLE, Suykens. Remorqueur. (2.04)	I	3/3, I 1.1.	1m bsc	50 15	Blg	03	03	P. Boele Slikerveer	A; hél; 5 comp; (W).)	21.00 68-11	4.60 15-1	2.35 7-9	.....	Anvers	Av. 04
+	23 INGA (ex-Agge), .... (12.98)	13-1	— —	Glt	364 199 287	Nrw	73 0.99	73	Odense	C-Ht. ch-frg; hél; sfb; SS. 85; rp. 94; car. 4.99.	45.80 150-3	7.50 24-7	3.80 12-6	.....	Laurvig	Stkh. 99
+	24 INGEBORG, Svensson. (4.05)	II	3/3, G 1.1. A.&C.P.	Glt	386 263 278	Sds	08 V.00	08	P. Larsson Therskog	A; hél; 5 comp; weld; 1 D. 11m; R. 10m70; G. 5m60; (W). 103 t; C. R. 9 t.; 1 p. A; grp. 01; car. 1.07; rp. 05.	40.20 131-11	7.22 23-8	3.70 12-2	.....	Helsingborg	Cph. 3.07

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale l'orce ind. des Nombre de tours		CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	ENVELOPPE		FOYERS	PRESSION en mètres carrés en pieds carrés	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION									
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES														Diamèt.   Long.						
														EN MÈTRES EN PIEDS ET POUCES					NOMBRE sur grille en mèt. carr. en pieds carr.						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
13	Cie de Navigation Mar- caine & Arménienne (N. Paquet & Co)	✠	Tr. Exp. (12.03)	3	63 - 100 - 161 25-39-63.5 PS.1.06	110 43.5	462 1850 84	Forges & Chantiers de la Méditerranée Marseille 1903	Mrs.1.06	✠	4 C	3.50 11-6	2.12 10-3	8	18.20 196	569 6448	11.2 160 6.2-88	Forges & Chantiers de la Méditerranée La Seyne 1903	Mrs. 03						
14	Cie Russe de Navigation et de Commerce	.	Comp. (10.04)	2	91 - 157 36 - 62 PS.9.04	91 36	822	J. Penn & Sons Greenock 1882	Gltz 04	.	2 C						5.2 75	Sebastopol 1893	Gltz 04 v.c.04 P.C.04						
15	Rigaer Dampfschiff- fahrts-Gesellschaft	✠	Tr. Exp. (5.06)	3	43 - 70 - 110 17 - 27.6 - 43.3 PS. 4.06	63 25	700 110	Howaldtswerke Kiel 1898	Riga 4.07	✠	2 C	2.85 9-4	2.87 9-5	4	5.96 64	192 2062	12.5 178	Howaldtswerke Kiel 1898	Riga 4.07 v.c.4.06 v.c.4.06						
16	Chemins de fer Rou- mains	✠	2 Triple (8.06)	C	62 - 98 - 164 24.5 38.5 64.5	100 39	6500 145	Ateliers de la Loire St-Denis 1906	Gltz 7.07	✠	5 C	5.22 17-2	3.42 11-3	20	49 525	1599 17097	12.6 180 12.6-180	Chantiers de l'At- lantique St-Nazaire 1906	Gltz 7.07 v.c.7.07						
17	Paulsen & Ivers	✠	Tr. Exp. (12.05)	3	35 - 57 - 93 13.7 - 22.5 - 36.6 PS. n.06; v. 6.07	70 27.6	100 400 90	Rostocker Act. Ges. für Schiff- & Ma- schinenbau Rostock 1890	Flsh. 3.06	✠	2 C	2.76 9-1	2.94 9-7	4	3.30 35	145 1560	11 157	Flensburger Schiff- bau Ges. Flensburg 1905	Flsh. 3.06 v.c.05						
18	Stoomvaart Maatschap- pij « Triton » (W. Ruijs & Zonen)	.	Tr. Exp. (12.04)	3	51 - 82 - 132 20 - 32 - 52 PS.n.04; v.4.07	91 36	700 70	North Eastern Ma- rine Engineering Co Ltd Sunderland 1889	Rd. 4.07	.	2 C	3.53 11-7	3.14 10-4	4	5.89 64	212 2279	5.3 75 4.9-70	Sunderland Engine Works Sunderland 1889	Rd. 7.07 v.c.7.07 v.c.04						
19	International Mercantile Marine Co	✠	Tr. Exp. 7.99	3	57 - 90 - 150 22.5 - 35.4 - 59	99 39	1400	James Howden & Co Glasgow 1891	.....	✠	1 C	4.57 15-0	3.57 11-9	3	4.64 50	217 2338	11.2 160	James Howden & Co Glasgow 1891	S-F. 99 v.c.99						
20	Morasso & Podesta	.	Comp. (6.07)	2	24-51 9.5-20	26 10	20 42 124	E. Cravero & Co Genes.....	Gn. 5.07	.	1 C	2.75 9-0	2.75 9-0	2	2.80 30	58 624	5.6 80	Koninkl. Mij de Schelde Flessingue 1891	Gn. 5.07 v.c.5.07						
21	Rhein & Seeschiff- fahrts-Gesellschaft	✠	Tr. Exp. (5.06)	3	35.6 - 58 - 95 14 - 23 - 37.5 PS.3.07	61 24	500 140	Flensburger Schiff- bau-Gesellschaft Flensburg 1897	Rd. 3.07	✠	2 C	3.05 10-0	2.75 9-0	4	3.79 41	181 1944	12 171	Flensburger Schiff- bau-Gesellschaft Flensburg 1897	Rd. 5.06 v.c.5.06						
22	Société Anonyme de Re- morquage à hélice	.	Comp. (2.04)	2	30 - 54 12 - 21	30 12	25 150 195	H. J. Koopman Dordrecht 1904	Av. 04	.	1 C	2.50 8-2	3.10 10-2	1	1.50 16	60 645	11 157	H. J. Koopman Dordrecht 1904	Av. 04						
23	Bugge & Olsen	.	Comp. (5.99)	2	51 - 91 20 - 36	53 21	50 200	Scheffel & Howaldt Kiel 1873	.....	.	1 C	2.89 9-5	2.06 6-9	2	2.79 30		4.22 60	Scheffel & Howaldt Kiel 1873	Stkh.99 v.c.99						
24	Rederi Aktie bolaget « Fenja » (G. H. Witt)	✠	Comp. (3.05)	2	40 - 61 15.8 - 24 PS. n.1.07	45 17.7	60 240 125	Thorskog Mekanis- ka Verkstad Thorskog 1898	Gph. 1.07	✠	1 C	2.59 8-6	2.59 8-6	2	2.32 25	64 688	8.43 120	Thorskog Mekanis- ka Verkstad Thorskog 1898	Gph. 1.07 v.c.3.05						



SHIP'S NAME AND CAPTAIN	CLASSIFICATION	NUMBER OF DECKS	PLANT	MATERIALS	PROPELLER	WATERTIGHT COMPARTMENTS	ELEVATIONS ON DECK	WATERBALLAST, TONS	LENGTH	BREADTH	DEPTH	PORT	LAST
1	2	3	4	5	6	7	8	9	10	11	12	13	14
27 INGENIERO...	I	—	—	—	—	—	—	—	32.00	5.40	3.40	Montevideo	Dz. 02
28 INGLETERRA...	I	—	—	—	—	—	—	—	62.79	10.20	3.42	Buenos-Ayres	Gisp. 5.05
29 INSULANO (ex-Berry Paoli) (2.07)	I	—	—	—	—	—	—	—	77.88	10.32	7.37	Madeira	Mrs 2.07
30 INTERPIDO (ex-Prussia Marullo) (11.04)	I	—	—	—	—	—	—	—	56.75	8.00	5.24	Porto Empe-	Gn. 3.07
31 INVERNESS, Clarkson Turner (4.01)	I	—	—	—	—	—	—	—	124.40	14.20	7.52	Newcastle	N-C. 05
32 IOANNIS-COUTZIS (ex-Cause-Teilmingras) (3.04)	I	—	—	—	—	—	—	—	76.02	10.07	7.42	Le Pirée	Pir. 3.07
33 IPPOLAI, Gec...	I	—	—	—	—	—	—	—	25.00	3.35	3.34	Nicolajew	Riga* 00
34 IRENE, Sz...	I	—	—	—	—	—	—	—	74.20	8.34	3.94	Stockholm	Got. 4.07
35 IRISA (ex-Paolo-T.) (11.08)	I	—	—	—	—	—	—	—	70.23	10.41	7.01	Odessa	Ods. 03
36 IRINI (ex-Amstelstroom Arcanitis) (12.05)	I	—	—	—	—	—	—	—	68.04	8.6	4.76	Le Pirée	Const. 10.06
37 IRIS, Thiriar (4.07)	I	—	—	—	—	—	—	—	30.01	11.88	7.52	Auvers	Av. 4.07
38 IRIS, F...	I	—	—	—	—	—	—	—	30.49	3.73	5.31	Amsterdam	Am. 4.07

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 3 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES					LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY		
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		HORSE POWER nominal IN CALCULATED REVOLUTIONS			BUILDERS		SHELL	FURNACES	MAKERS						
					DIAMETERS IN CENTIMETERS IN INCHES	STROKE in centim. in inches				PORT AND DATE of CONSTRUCTION				Diamet.   Length IN METERS IN FEET AND INCHES	NUMBER	INTEGRAL SURFACE in sq. meters in sq. feet	HEATING SURFACE in sq. meters in sq. feet		PRESSURE Main Boiler. Donkey Boiler.	PORT AND DATE of CONSTRUCTION
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
25	Gouvernement de l'Uruguay	+	Tr. Exp. (8.02)	3	30 - 43 - 75 12 - 19 - 29.5	37 14.5	400 200	J. W. Klawitter Danzig 1902	.....	+	1 C	2.90 9-6	2.50 8-2	2	3.00 32	90 968	13 190	J. W. Klawitter Danzig 1902	Dz. 02	
26	Pile & Co (London)	+	Tr. Exp. (5.05)	6	28 - 46 - 76 11-18-30	56 22	75 860 137	Scott of Kinghorn L <sup>d</sup> Kinghorn 1905	Glsgr. 5.05	+	2 C	3.50 11-6	3.05 10-0	2	6.64 71	206 2315	13 185	Scott of Kinghorn L <sup>d</sup> Kinghorn 1905	Glsgr. 5.05	
27	Cia. Madeirense & Açoreano de Navig. a Vapor L <sup>d</sup> (J. de Freitas Martins)	.	Comp. (2.07)	2	61 - 160 24 - 63 P.S.C. 2.07	107 42	1400 60	Thompson & Co Glasgow 1884 transformée 1898	Mrs. 2.07	.	2 CD	3.35 11 0	4.95 16 3	8	13 140	381 4100	11.25 160 5-71	D. Rollo & Sons Liverpool 1898	Mrs. 2.07 P.C. 2.07 v.c. 2.07	
28	Vincenzo Burgio	+	Comp. (11.04)	2	55 - 103 21.5-42.5 P.S. 6.06	60 23.6	85 340 73	F. Schichau Elbing 1883	Gn. 3.07	+	2 C	2.48 8-1	2.74 9-0	2	4.20 45	118 1270	8 85	Union Giesserei Königsberg 1902	Gn. 3.07 v.c. 04	
29	The Sutherland Steamship Co L <sup>d</sup> (A. M. Sutherland & Co L <sup>d</sup> )	+	Tr. Exp. (4.02)	3	66 - 107 - 173 26 - 42 - 68 P.S. 11.05	107 42	307 1350 59	W. Doxford & Sons L <sup>d</sup> Sunderland 1902	N-C. 05	+	2 C	4.80 15-9	3.35 11-0	6	9.38 101	456 4907	10.5 150 7-100	W. Doxford & Sons L <sup>d</sup> Sunderland 1902	Vev. 04	
30	G. Coutzis	+	Tr. Exp. (3.04)	3	47 - 76 - 122 18.5 - 30 - 48 P.S.n. 4.02, v. 3.04	84 33	150 750 80	Wallsend Slipway & Engineering Co L <sup>d</sup> Newcastle o/T. 1888	Pir. 10.06	+	2 C	3.50 11-6	3.12 10-3	4	7.43 80	217 2362	10.5 150	Wallsend Slipway & Engineering Co L <sup>d</sup> Newcastle o/T. 1888	Pir. 10.06 v.c. 04	
31	Gouvernement Impérial de Russie	+	Comp. (5.00)	2	37 - 74 14.6 - 29	46 18	250 160	Lange & Sohn Riga 1900	.....	+	1 C	2.92 9-7	3.09 10-2	2	3.55 37	103 1105	8 120	Lange & Sohn Riga 1900	Riga 00	
32	Ångfartygs Aktiebolaget «Södra Sverige» (J. Setterwall)	+	Tr. Exp. (12.03)	3	38 - 63 - 103 15 - 25 - 40.5 P.S. 9.05	76 30	110 550 100	Nylands Værkstad Christiania 1899	Got. 4.07	+	2 C	2.90 9-6	2.95 9-8	4	4.93 53	153 1700	12 170	Nylands Værkstad Christiania 1899	Got. 4.05 v.c. 03	
33	Siegfried E. Aschkenazy	.	Comp. (11.03)	2	76 - 144 29 - 56.5 P.S. 11.03	122 48	157 650 60	Gourlay Bros & Co Dundee 1880	Ods. 03	.	2 C	3.66 12-0	2.05 10-0	4	7.07 76		6.7 95	Gourlay Bros & Co Dundee 1880	Ods. 03 v.c. 03 P.C. 03	
34	Banque d'Athènes	+	Comp. (12.05)	2	63 - 114 25 45 P.S.n. 02; v. 12.05	84 33	118 560	Ned. Stoomboot Mij Fejenoord 1885	Am. 12.05	+	1 C	4.57 15 0	3.58 10 9	4	6.26 68	204 2200	7 100	Nederland. Fabriek Amsterdam 1905	Am. 12.05 P.C. 12.05 v.c. 12.05	
35	Société anonyme des Produits résineux	+	Tr. Exp. (3.05)	3	56 - 89 - 147 22 - 35 58 P.S.n. 05; v. 4.07	107 42	225 1200 77	Palmer's Shipbuilding & Engs Co L <sup>d</sup> Jarrow o/T. 1893	Av. 4.07	+	2 C	4.26 14-0	3.04 10-0	6	9.38 101	332 3580	11.2 160 7-100	Palmer's Shipbuilding & Engs Co L <sup>d</sup> Jarrow o/T. 1893	N-C. 3.05 v.c. 3.05 P.C. 3.05	
36	Koninklijke Nederlandsche Stoomboot Maatschappij	+	Tr. Exp. (12.05)	3	44 - 71 - 114 17.5 - 28 - 45 P.S. n. 02; v. 4.07	91 36	120 650 70	Maatschappij de Maas Rotterdam 1893	Am. 4.07	+	1 CD	3.35 11-0	4.45 14-7	4	5.57 60	193 2078	11.2 160 5.6-80	Maatschappij de Maas Rotterdam 1893	Am. 05 P.C. 05 v.c. 05	

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			CREÈMENT — NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR				LONGUEUR	LARGEUR	CREUX	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU ou DATE dela DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.			PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS										
	DATE DU TERME							U.															
	1	2	3	4	5	6		7	8				9	10	11	12	13						
✠	37	IRIS, <i>Gallenius.</i> (4.05)	I	3/3,G	1.1.	Glt		453 268 331	Rss	84	Hy Koch Lübeck	F; <i>hél</i> ; 6 comp; <i>welld</i> ; $\frac{1}{2}$ D.12m50; R.15m; G.6m50; (WT. cale A. 8m25, 120 t.); p. S;grp.97;rp.06; car.10.06.	50.1 164-4	7.4 24-5	3.94 12-11	.....	Wasa	Bjht. 10.06					
✠	38	IRIS, <i>Andersson.</i> (6.05)	III	3/3,P	1.1.	Glt 1 P-B		363 255 301	Sds	84	Mekaniska Werk- stadt Gothembourg	F; <i>hél</i> ; 5 comp; D. 11m27; (WB. C. A. 18 t; C. R. 9 t.); p. P; rp. 05; car. 5.07.	40.0 131-3	7.0 23-0	4.21 13-9	.....	Gothembourg	Got. 5.07					
✠	39	IRISMERIE, <i>Soeberg.</i> <i>Turret.</i> 87-06 (7.06)	I	3/3,L	1.1.	2 m		3630 2327 3028	Ang	06	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; D. 9m17; G. 11m45; (WB. cell. 949 t; C. R. 10 t.); 1 p. A; car.11.06.	103.63 340-0	15.27 50-1	6.91 22-8	126 130	Newcastle- o/Tyne	W.C. 11.06					
✠	40	IRKUTSK, <i>Omero.</i> (7.07)	I	3/3,L	1.1.	2 m		2387 1447 2191	Rss	03	R. Stephenson & Co Ld Hebburn-on-Tyne	A; <i>hél</i> ; 6 comp; <i>awningd</i> ; R. 36m65. (WB. cell. 430 t; C. A. 31 t; C. R; 9 t.); rp-car. 4.07	88.52 290-5	12.19 40-0	7.77 25-6	181 22 24	Windau	Ld. 9.07					
.	41	IRMA (ex-Despina-G.-Micha- lienos), <i>Nordfelt.</i> (11.03)	I	3/3,L	1.1.	2 m		1756 1281 1141	Sds	89	Irvine & Co W. Hartlepool	A-F; <i>hél</i> ; 5 comp; <i>welld</i> ; D. 8m85; $\frac{1}{2}$ D. 21m34; R. R. 9m14; R. 33m52; (WB. cell. 580 t.); rp-car. 11.03.	79.40 260-6	11.12 36-6	5.46 17-11	14 17 19	Helsingborg	Stkh. 03					
✠	42	IRMA, <i>Andersson.</i> (5.07)	III	3/3,G	1.1.	Glt		336 230 286	Sds	90	Got. Mek. Werkstad Gothembourg	A; <i>hél</i> ; 5 comp; R. 9m; (WB. cale A. 70 t; C. R. 4 $\frac{1}{2}$ t.); p. P; rp.07;car. 5.07.	138.40 126-0	6.80 22-4	4.10 13-6	.....	Gothembourg	Got. 5.07					
✠	43	IROQUOIS,..... (7.01) <i>ELECTR.</i>	I	—	—	2 m		1169 795	Amr	01	Craig Shipbuilding Co Toledo	A; <i>hél</i> ; 5 comp.	65.23 214-0	10.46 34-4	6.45 21-2	.....	Marquette	Civ.* 01					
.	44	ISA, <i>Haegheman.</i> (1.04) <i>Chalutier.</i>	I	3/3,P	1.1.	2 m		156 59 146	Big	96	Cochrane & Cooper Beverley	F; <i>hél</i> ; 4 comp; D. 5m50; G. 5m80; (WB.); rp-car. 1.04.	31.30 103-0	6-21 20-6	3.60 11-10	.....	Ostende	Av. 04					
✠	45	ISAAC-W.-NICHOLAS, <i>Gerlach.</i> (6.04)	I	3/3,	1.1.	Glt 2 P		2624 1857	Amr	94	Globe Iron Works Cleveland (Ohio)	A; <i>hél</i> ; 6 comp; R; R. A. 9m14; G. 12m20; (WB. cell; C. A. 150 t.); 1 p. A; 1 p. F.	100.04 328-3	12.80 42-0	6.63 21-9	.....	Cleveland	Civ. 04					
✠	46	ISABELLE, <i>Sergent.</i> <i>Remorqueur.</i> (12.96)	I	—	—	Dy		45 346 194 255	Frç	96	E. Lucas & Co Dieppe	F-A; 3 comp; p. PP.	18.15 59-7	5.00 16-5	3.05 10-0	.....	Boulogne s/Mer	Dp. 96					
.	47	ISAFOLD (ex-Pierre-Paul), <i>Jensen.</i> (4.05)	I	3/3,G	1.1.	2 m		1004 773 811	Dan	91	Wood, Skinner & Co Newcastle o/T	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 21m; R. 3m66; G. 5m80; (WB. cale 80 t; C. R. 10 t; C. A. 41 t.); rp.05; car. 4.07.	42.54 139-7	6.74 22-1	3.28 10-9	.....	Reykjavik	Cph. 4.07					
✠	48	ISLA-DE-MENORCA (ex- Thise), <i>Ginart.</i> (2.05)	I	3/3,M	1.1.	Glt 2 P			Esp	83	Forges & Chantiers La Seyne	F-A; <i>hél</i> ; 5 comp; D. R. G; (WB); rp-car. 8.07.	70.50 231-4	9.00 29-6	5.16 17-0	.....	Port-Mahon	Brç. 8.07					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES						SURVEILLANCE SPECIALE	CHAUDIÈRES								DATE DE VISITE DES CHAUDIÈRES				
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces		Force nominale en chevaux v. c. Nombre de tours		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS		NOMBRE sur le gril en m. carr. en p. carr.	sur le chauffe- ment en m. carrés en p. carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS
						DIAMÈTRES	EN CENTIMÈTRES EN POUÇES								Diamet.	Long.						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
37	Wasa-Nordsjö Ångbåts Aktiebolag	✠	Comp. (4.05)	2	45 - 78 17.7 - 30.7 PS. 10.06	53 22	50 200 100	O. Henniges & Co Berlin 1884	Hsf. 10.06	✠	2 C	2.18 7-2	2.89 9-6	2	3.07 33	90 976	5.97 85	Henry Koch Lübeck 1884	Hsf. 10.06 v. c. 4.05			
38	ÅngfartygsAktiebolaget « Nornan » (Th. Ah- renberg)	.	Comp. (6.05)	2	41.9 - 71.5 16.5 - 28.2 PS. 7.06	51 20	50 167	Mekaniska Verk- stad. Gothembourg 1884	Got. 7.06	.	1 C	2.74 9-0	2.72 8-11	2	2.32 25		5.27 75	Mekaniska Verk- stad Gothembourg 1884	Got. 7.06 v. c. 6.05 P. c. 6.05			
39	George Jacques & Co	✠	Tr. Exp. (7.06)	3	66 - 107 - 173 26 - 42 - 68 PS. 11.06	107 42	313 1850 62	W. Doxford & Sons Ld Sunderland 1906	N.C. 11.06	✠	2 C	4.80 15-9	3.35 11-0	6	10.20 110	456 4907	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1906	N.C. 7.06			
40	Handelshaus Gebr. Lass- mann (Moscow)	✠	Tr. Exp. (7.07)	3	56 - 97 - 162 22 - 38 - 64 PS. 4.07	107 42	409 2300 82	Wallsend Slipway & Eng. Co Ld Wallsend o/T. 1903	Ld. 7.07	✠	2 C	4.95 16-3	3.80 12-6	8	14.30 154	579 6232	14 200	Wallsend Slipway & Eng. Co Ld Wallsend o/T. 1903	Ld. 7.07 v. c. 7.07			
41	Otto Bauch	.	Tr. Exp. (11.03)	3	74 - 84 - 137 29 - 33 - 54	91 36	140 700 62	Blair & Co Stockton-on-Tees 1888	.....	.	2 C	3.66 12-0	3.35 11-0	4	9.11 98	205 2200	11.2 160 4.2-60	Blair & Co Stockton-on-Tees 1888	Stkh. 03 v. c. 03			
42	ÅngfartygsAktiebolaget « Nornan » (Th. Ah- renberg)	.	Comp. (9.01)	3	36 - 71 14 - 28 PS. 5.07	50 19.6	45 180	Mekaniska Verk- stad Gothembourg 1890	Got. 5.07	.	1 C	2.64 8-8	2.71 8-11	2	2.31 24	65 700	6.68 95	Mekaniska Verk- stad Gothembourg 1890	Got. 5.07 v. c. 5.07			
43	Arnold Transit Co	✠	Tr. Exp. (7.01)	3	58 - 86 - 147 21-34-58	76 30	1000 130	Craig Shipbuilding Co Toledo 1901	.....	✠	4 C	2.97 9-9	2.74 9-0	4	20.46 220	595 6400	14 200	Roberts Safety Wa- ter Tube Boiler Co Red Bank 1901	Clv. 01			
44	Société Anonyme des Pêcheries à Vapeur	.	Tr. Exp. (1.04)	2	31 - 50 - 81 12 - 20 - 32 PS. n. 4.03; v. 1.04	57 23	350 130	C. D. Holmes & Co Hull 1896	Av. 04	.	1 C	3.20 10-6	2.90 9-6	2	2.64 28	82 881	12 170	C. D. Holmes & Co Hull 1896	Av. 04 v. c. 04			
45	Nicholas Transit Co	✠	Tr. Exp. (6.04)	3	50 - 84 - 137 20 33-54	102 40	950	Cleveland Shipbuild- ing Co Cleveland 1894	Clv. 04	✠	2 C	3.76 12-4	3.81 12-6	4	9.67 104	337 3622	12 170	Cleveland Shipbuild- ing Co Cleveland 1894	Clv. 04 v. c. 04			
46	François Fourny & Co	✠	Comp. (11.96)	2	31 - 53 12 - 21	30 12	100 155	E. Lucas & Co Dieppe 1896	.....	✠	1 C	3.57 11-9	2.57 8-5	2	2.12 22	54 580	8 114	Caillard & Co Le Havre 1904	Hv. 04			
47	J. P. T. Bryde (Copenhagen)	.	Tr. Exp. (4.05)	3	27 - 43 - 71 10.5 - 17 - 28 PS. n. 0.3; v. 4.07	53 21	40 185 105	North Eastern Ma- rine Eng. Co Ld Sunderland 1891	Cph. 4.07	.	1 C	3.05 10-0	2.90 9-6	2	1.95 21	67 723	11.2 160 5.3-75	North Eastern Ma- rine Eng. Co Ld Sunderland 1891	Cph. 4.07 v. c. 4.07 v. c. 05			
48	« La Maritima » Socie- dad Mahonesa de Va- pores	✠	Comp. (2.05)	2	72 - 132 28 - 52 PS. n. 2.05	80 31	180 720 96	Forges & Chantiers Marseille 1883	Brc. 9.06	.	2 C			6		194 2200	5 71 3.8-55	Syra 1898	Brc. 9.06 v. c. 2.05 P. c. 9.06			



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER		LENGTH	BREADTH	DEPTH	FRESH WATER BOARD — SUMMER WINTER — W.N.A. in inches	PORT — OF REGISTRY	LAST — SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	U.				WATERTIGHT COMPARTMENTS ERECTOR ON DECK WATERBALLAST, DECK REPAIRS	IN METERS							IN FEET & INCHES
	DATE OF TERM																			
	1	2	3																	
49	ISLEÑO, <i>Estorellas</i> . (10.05)	I	3/3, A	1.1.	Glt 2 P	606 314 531	Esp	89 V.05	Todd & McGregor Glasgow	F; <i>hél</i> ; 5 comp; <i>weld</i> ; $\frac{1}{2}$ D. 15m; G. 16m60; R. 17m; $\frac{1}{2}$ p. F; $\frac{1}{2}$ p. P; rp-car. 3.06.	59.10 193-11	8.50 27-11	4.60 15-1	.....	Palma	Mrs. 3.06				
50	ISLY, <i>Vabre</i> . (2.05)	I	3/3, L	1.1.	B-G 3 P-S	1424 834 952	Frq	83 V.05	W. Richardson & Co Low-Walker	F; <i>hél</i> ; 5 comp; <i>spard</i> ; R. R. 18m30; R. 11m80; WB. <i>cale</i> A. 50 t.; R. 160 t.; 3 p. PP; rp.05; car. 4.07.	75.4 247-6	10.0 33-0	7.23 23-9	.....	Marseille	Mrs. 4.07				
51	ISMAÏLIA <i>ex-Garth-Castle</i> . <i>Anderlich</i> . (1.06) ELECTR.	I	3/3, A	1.1.	2m 2 P-B-S	3704 2306	Ang	80 V.06	John Elder & Co Fairfield	F; <i>hél</i> ; 9 comp; <i>spard</i> ; R. 29m26; G. 14m62; (WB. R. 162 t.; car. 5.07.	111.25 365-9	13.23 43-5	9.51 31-3	93 $\frac{1}{2}$ 09	Londres	Alx. 5.07				
52	ISTRIAN, ..... (4.00)	I	—	—	1 m	319 195 311	Rss	00	Danubius Schoeni- chen Hartmann Budapest	A; <i>hél</i> ; 8 comp; (WB. N. 29 t.; R. 2 t.; 1 p. A.	46.17 151-0	9.00 29-6	3.96 13-0	.....	Nicolaief	Bip. 00				
53	ITAJAH, <i>Suss</i> . (8.06) <i>Drague</i> .	I	3/3, P	1.1.	1 m	230	Brs	06	A. F. Smulders Schiedam	A; <i>hél</i> ; 8 comp; 1 p. A.	37.20 122-1	6.25 20-6	3.00 9-10	.....	Desterro	Rd. 8.06				
54	ITALIA, <i>Jeanot de</i> <i>Cupper</i> . (8.04)	I	3/3, L	1.1	2 m 2 P-H	1254 551 1235	Frq	04	de Frq. de Nav. et de Constr. Navales Nantes	A; <i>hél</i> ; 6 comp; <i>hurc</i> ; <i>mod</i> ; R. 15m; G. 12m; WB. 2m90; 1 p. A; 1 p. T; (WB. 30 t.; car. 7.05; rp. 06.	72.17 200-9	8.08 26-6	6.99 22-11	.....	Marseille	Mrs. 1.06				
55	ITALIA, <i>Galante</i> . (5.04) ELECTR. 03-04	I	3/3, G	1.1	2 m	1007 622 903	Rss	04	Napier & Miller Ld Yoker	A; <i>hél</i> ; 5 comp; D. 18m30; G. 8m20; (WB. cell. 458 t.; C. R. 30 t.).	74.77 245-4	11.02 36-2	4.34 14-3	281 $\frac{1}{2}$ 301 $\frac{1}{2}$ 32 $\frac{1}{2}$	Mariupol	Gisg. 04				
56	ITALIE, <i>Nicolai</i> . (8.05)	I	3/3, L	1.1.	G 3m 3 P-S	3966 2472 3820	Frq	95 V.05	Forges & Chantiers de la Mediterranée La Seyne	A; <i>hél</i> ; 8 comp; <i>spard</i> ; R. R. 4m26; R. 5m08-12m60-21m; G. 32m; WB. R. 140 t.; 3 p. A; rp.06; car. 8.07.	121.74 399-6	12.83 42-1	9.28 30-5	.....	Marseille	Mrs. 8.07				
57	ITHAKA, ..... (6.94) P.R.	I	—	—	Glt 2 P-H	2268 1450 2107	Alm	94	Craig, Taylor & Co Stockton o/T	A; <i>hél</i> ; 6 comp; <i>avningd</i> ; (WB. cell. 405 t.); $\frac{1}{2}$ p. A; $\frac{1}{2}$ p. PP; rp-car. 5.97.	85.34 280-0	12.52 41-1	6.79 22-3	=====	Hamburg	Gisg. 04				
58	IVOR, <i>Pige</i> . (7.04) 95-04 ELECTR.	I	3/3, Y	1.1.	Glt 1 P-B	168 80 162	Frq	92 V.04	Scott & Co Greenock	A; <i>hél</i> ; 5 comp; D. 21m34; p. P; rp-car. 7.06.	43.60 143-1	5.69 18-8	3.15 10-4	.....	Le Havre	Hv. 7.06				
59	IVYDESE, <i>Rogers</i> . (1.06) <i>Turret</i> .	I	3/3, L	1.1.	2 m	3541 2277 2999	Ang	01 V.06	Wm Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; C. 10m97; (WB. cell. 778 t.; C. R. 26 t.); car. 10.06; rp.06.	103.63 340-0	13.88 45-7	7.47 24-6	145 $\frac{1}{2}$ 150	Newcastle- o/T.	Caro. 2.07				
60	IXELLES, <i>Hermans</i> . <i>Remorqueur</i> . (8.99)	I	—	—	1 m bsc	49	Blg	92	Sté An. des Ateliers, Forges & Aciéries, Bruges	A-F; <i>hél</i> ; 4 comp; 1 p. F.	19.80 65-0	4.30 14-1	2.35 7-9	.....	Bruxelles	Brug. 99				

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS							LAST SURVEY		
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal as indicated in revolutions		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL		Furnaces		PRESSURE Main Boiler. Donkey boiler.		MAKERS — PORT AND DATE of CONSTRUCTION	OF BOILERS
					DIAMETERS — IN CENTIMETERS IN INCHES	INCHES						DIAMET.   LENGTH — IN METERS IN FEET AND INCHES	NUMBER	Grate surface in sq. meters in sq. feet					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
40	Sociedad Islaña Marítima	•	Comp. (10.05)	2	56 - 103 22 - 43 PS. 3.06	107 42	130 456	..... Glasgow .....	Mrs. 3.06	•	2 C	4.40 14-5	3.36 11-0	3	5.70 61	156 1679	7 100	Juan O. Castanès Palma de Mallorca 1898	Brc. 10.05 v.c. 10.05 P.C. 10.05
50	Cie de Navigation mixte (F. Touache & Co)	✦	Comp. (2.05)	2	86 - 162 34 - 64 PS. n. 4.07	107 42	250 1050	W. Richardson & Co Newcastle 1883	Mrs. 4.07	•	2 C	4.27 14-0	3.20 10-6	6	11.71 126	354 3807	5.27 75	Forges & Chantiers Marseille 1894	Mrs. 4.07 v.c. 2.05 P.C. 2.05
51	Khedivial Mail S. S. & Graving Dock Co Ltd	•	Tr. Exp. (1.06)	3	84 - 140 - 224 33 - 55 - 88 PS. 1.06	145 57	600 3600 62	Richardson & Co Hartlepool 1889	Alx. 5.07	•	3 C	3.89 12-9	5.28 17-4	12	19 204	1152 12387	10.5 150 4.3-60	Richardson & Co Hartlepool 1889	Alx. 5.07 P.C. 5.07 v.c. 1.06
52	Gouvernement Impérial de Russie	✦	Comp. (4.00)	2	82 - 82 21 - 32	45 18	300 150	Danubius Schoeni- chen Hartmann Budapest 1900	.....	✦	1 C	3.20 10-6	3.10 10-2	2	4.20 45	150 1613	8.5 121	Danubius Schoeni- chen Hartmann Budapest 1900	Bdp. 00
53	J. Schubak & Söhne	✦	Comp. (8.06)	2	38 - 76 15 - 30	40 16	230 150	A. F. Smulders Schiedam 1906	Rd. 8.06	✦	1 C	2.70 8-10	3.19 10-6	2	2.90 31	80 860	8.0 114	A. F. Smulders Grâce-Berleur 1906	Rd. 8.06
54	Compagnie Marseillaise de Navigation à Va- peur (Fraissinet & Co)	✦	2 Tr. Exp. (8.04)	6	50 - 80 - 132 20 - 31.5 - 52	80 31.5	650 2600 125	Cie Française de Constructions Na- vales Lyon 1904	Mrs. 7.03	✦	6 C	Nielausse		6	25.56 275	860 9247	15 214	J. & M. Nielausse Paris 1904	Nt. 04
55	Fotius C. Svorono	✦	Tr. Exp. (5.04)	3	47 - 76 - 127 18.5 - 30 - 50	84 33	161 1090 85	D. Rowan & Co Glasgow 1904	Glsq. 04	✦	2 C	3.73 12-3	3.12 10-3	6	8.97 97	245 2640	12.6 180 6.3-20	D. Rowan & Co Glasgow 1904	Glsq. 04
56	Société générale de Transports maritimes à Vapeur	✦	Tr. Exp. (8.05)	3	82 - 130 - 209 32 - 51 - 82 PS. c. 8.07	125 49	700 2800 70	Forges & Chantiers Marseille 1895	Mrs. 8.07	✦	4 C	4.25 13-11	3.22 10-7	12	29.28 315	783 8419	11 156 10-142	Forges & Chantiers La Seyne 1905	Mrs. 8.05 v.c. 8.05 P.C. 8.05
57	Hamburg-Amerik. Pac- ketf. Act. Ges.	✦	Tr. Exp. (6.94)	3	53 - 89 - 145 21 - 35 - 57	99 39	160 780 61	Blair & Co Ltd Stockton o/T, 1894	.....	✦	2 C	4.04 13-3	3.05 10-0	4	6.80 73	275 2960	11.2 160	Blair & Co Ltd Stockton o/T, 1894	Glsq. 97
58	Marcel Holtzer (à Paris)	•	Tr. Exp. (7.04)	3	26 - 41 - 64 10-16-25	56 22	60 250 134	J. Scott & Co Greenock 1892	Hv. 7.06	•	1 C	3.15 10-4	2.54 8-4	2	3.06 33	85 911	11.2 160	J. Scott & Co Greenock 1892	Hv. 7.06 v.c. 04
59	J. T. Lunn & Co	✦	Tr. Exp. (1.06)	3	66 - 107 - 173 26 - 42 - 68 PS. n. 05; v. 8.07	107 42	307 1350 63	Wm Doxford & Sons Ld Sunderland 1901	Lvp. 8.07	✦	2 C	4.72 15-6	3.35 11 0	6	9.19 99	440 4737	11.2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1901	N.C. 1.06 P.C. 1.06 v.c. 1.06
60	Société anon. du Canal & des Installations Maritimes	✦	Comp. (7.99)	2	25 - 45 10 - 18	30 12	25 100 160	Société anon. Mar- cinelle & Couillet Couillet 1899	.....	✦	1 C	2.20 7-3	2.80 9 2	1	1.57 17	50 538	9.5 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT — NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR	LARGEUR	CREUX	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	DATE DU TERME				T. R. U.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
.	1 J.-A.-CUMMINS, <i>Searle</i> . (12.04)	12-5	5/6,G	1.1.	Glt	79 75	Amr	86 0.05	Dickie Bros S. Francisco	P.ch.m-frg; (sat); hél; sfh; car. 4.04; rp.07.	26.33 86-5	6.1 20-0	2.28 7-6	.....	Honolulu	Hnl.2.07 c.v.2.07			
✝	2 J.-BUSTAMANTE, <i>Llanso</i> . ELECTR. (9.04)	I	3/3,L	1.1.	2 m 2 P-A	1075 461 805	Esp	04	Cia Trasatlantica Cadix	A; hél; 5 comp; D. 6m50; G. 10m80; (WB. 131 t; C. R. 16 t.).	67.66 222-1	9.75 32-0	4.78 15-8	35 37 39	Barcelone	Cdx. 04			
✝	3 J.-C.-JACOBSEN, <i>Petersen</i> . (2.06) 91-01	I P.R.	3/3,A	1.1.	Glt 2 P-S	1226 760 694	Dan	90 V.06	Burmeister & Wain Copenhague	A; hél; 6 comp; spard; R. 15m85; (WB. cell. 246 t; C. R. 20 t.); 1 p. F; 1 p. P; car. 6.07.	68.4 218-0	9.1 31-0	6.12 20-1	.....	Copenhague	Av. 6.07			
✝	4 J.-C.-LA-COUR, <i>Warrer</i> . ELECTR. (1.07)	I P.R.	3/3,G	1.1.	Glt 2 P-H	1615 673 954	Dan	01 V.07	Helsingörs Jernskibs & Maskinbyggeri Elseneur	A; hél; 6 comp; awningd. R. 34m74; (WB. cell. 145 t; C. A. 28 t; C. R. 16 t; cale R. 176 t.); 1 p. A; 1 p. PP; car. 10.05; rp.07.	82.52 270-0	11.17 36-8	6.97 22-10	17 19 21	Esbjerg	Cph.1.07			
✝	5 J.-H.-BARTOW, ..... ELECTR. (3.07)	I	3/3, Lakes	1.1.	—	1582 991 1504	Amr	07	Detroit Shipb. Co Wyandotte	A; hél; 4 comp; (WB. DB. & side tanks).	153.57 504-0	16.46 54-0	9.14 30-0	.....	Cleveland	Clv. 3.07			
✝	6 J.-H.-PLUMMER, <i>Smith</i> . ELECTR. (5.03) Great Lakes Nav.	I	3/3,G	1.1.	2 m 2 P-H	4920 3192 2171	Ang	03	Sir W. G. Armstrong Whitworth & Co Ltd Newcastle o/T.	A; hél; 5 comp; awningd; (WB. cell. 335 t; C. R. 12 t; C. A. 33 t.).	74.98 246-0	11.07 37-0	6.65 21-10	13 15 17	Newcastle o/Tyne	N-C. 03			
✝	7 J.-L.-LÜCKENBACH (ex- Saale), <i>Neville</i> . (3.03)	I	3/3,L	1.1.	2 m 4 P	1764 1103 1127	Amr	86 re. 02	Fairfield S.B. & E.Co Ld Glasgow	A; hél; 9 comp; D. 14m63; R. 45m10; G. 21m95; re. 02.	170.68 422-9	14.50 47-7	5.50 18-3	.....	New-York	N-Y. 03			
✝	8 J.-N.-MADVIG, <i>Schjöds</i> . (1.06)	I	3/3,L	1.1.	Glt 2 P-B-S	1764 1103 1127	Dan	84 V.06	Helsingörs Jern- skibsbyggeri Elseneur	F; hél; 7 comp; spard; (WT. 500 t; WB. 69 t; C. R. 32 t; C. A. 70 t.); 1 1/2 p. F; 1/2 p. P; grp.01; rp-car.2.06.	81.38 267-0	10.84 35-3	5.32 24-11	74.0 77.0 81.0	Copenhague	Hbg 2.06			
✝	9 J.-Q.-RIDDLE, ..... ELECTR. (8.06)	I	3/3, Lakes	1.1.	—	6832 5376	Amr	06	American Shipb. Co Lorain	A; hél; 4 comp; (WB. DB. & side tanks).	162.10 532-0	17.07 56-0	9.44 31-0	.....	Fairport	Clv. 8.06			
✝	10 JACOB, ..... (5.94)	I P.R.	—	—	Glt	571 352 263	Alm	90 V.94	Act. Ges. Neptun Rostock	A; hél; 5 comp; weuld; 1/2 D.30m94; R. 13m41; G. 6m25; (WB. E. & B. 56 t; cale M. 35 t; cale R. 25 t; C. A. 14 t; C. R. 15 t.); 1 1/2 p. F; rp-car. 4.94.	57.60 189-0	7.43 24-4	3.15 10-4	.....	Hamburg	Hbg 98			
✝	11 JACQUES-CARTIER, <i>Bouétard</i> . (6.03) 94-03	I	3/3,P	1.1.	2 m	116 39 103	Frç	03	Dubigeon Nantes	A; hél; 5 comp; 1/2 D. 7m; R. 3m18 & 6m60.	28.36 93-1	5.76 18-11	2.41 7-11	.....	St-Malo	Nt. 03			
.	12 JACQUES-CLEMENT, <i>Louiseau</i> . (6.00)	II	—	—	Glt	47 7 37	Frç	00	A. Blasse Nantes	A; hél; 5 comp; R. 7m60; rp-car.7.00.	20.19 66-3	4.23 13-10	1.85 6-1	.....	Granville	Nt. 00			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
					NOMBRE	CYLINDRES		Force nominale des pistons cent. pouces	Force nominale ind. rée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS		PRESSION en mètres carrés en pieds carrés	PRESSION Caud. princ. Caud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION					
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE							Diamèt.	Long.	NOMBRE	surf. grille en mèt. carr. en pieds carr.								
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
1	Waimanalo Sugar Co	•	Comp. (2.05)	2	25.5 - 51 10 - 20 PS.12.02	30.5 12	16 85	Union Iron Works San-Francisco 1886	Hnl. 2.05	•	1 C	2.33 7-8	2.67 8-9	2	1.95 21	—	6.33 90	Honolulu Iron Works Honolulu 1896	Hnl. 2.05 v. c. 2.05						
2	Cia General de Tabacos de Filipinas	✦	Tr. Exp. (9.04)	3	48 - 81 - 130 19 - 32 - 51	99 39	1070 99	Lobnitz & Co Ld Renfrew 1904	Cdx 04	✦	2 C	4.04 13-3	3.05 10-0	6	10 108	250 2690	12.3 175 7-100	Lobnitz & Co Ld Renfrew 1904	Cdx 04						
3	Det Forenede Damp- skibs-Selskab	✦	Tr. Exp. (2.06)	3	42 - 69 - 115 16.6 - 27.2 - 45.3 PS. 6.07	84 33	116 620	Burmeister & Wain Copenhagen 1890	Av. 6.07	✦	1 C	4.34 14-3	3.20 10-6	3	6.04 65	172 1851	10.5 150	Burmeister & Wain Copenhagen 1890	Cph. 2.06 p.c. 2.06 v. c. 2.06						
4	Det Forenede Damp- skibs-Selskab.	✦	Tr. Exp. (1.07)	3	79 - 125 - 213 31 - 58 - 84 PS.10.05	107 42	615 3600 93	Helsingörs Maskin- byggeri Elseneur 1901	Cph. 1.07	✦	4 C	4.24 13-9	3.51 11-5	12	21.18 228	789 8501	14 200 7-100	Helsingörs Maskin- byggeri Elseneur 1901	Cph. 1.07 p.c. 1.07 v. c. 1.07						
5	E. D. Carter	✦	Triple (3.07)	3	57-91-152 22.5-36-60	107 42	1600 80	Detroit Shipb. Co Detroit 1907	Clv. 3.07	✦	2 C	4.19 13-9	3.50 11-6	4	8.55 92	432 4640	12.6 180	Detroit Shipb. Co Detroit 1907	Clv. 3.07						
6	The Canadian Ocean & Inland Navig. Co Ld (Toronto)	✦	Tr. Exp. (4.03)	3	52 - 84 - 137 20.5 - 33 - 54	91 36	222 1250 84	Wallsend Slipway & Eng. Co Ld Newcastle-o/T. 1903	.....	✦	2 C	4.20 13-9	3.12 10-3	6	10.40 112	344 3700	12.6 180	Wallsend Slipway & Eng. Co Ld Newcastle-o/T. 1903	N-C. 03						
7	Lewis Luckenbach	✦	Tr. Exp. (3.03)	3	112 - 178 - 274 44-70-108	183 72	3000	Fairfield Shipb. & Eng. Co Ld Glasgow 1886	.....	✦	6 CD	4.32 14-2	5.72 18-9	36	7.40 80	—	10.5 150	Fairfield Shipb. & Eng. Co Ld Glasgow 1886	N-Y. 03 v. c. 03						
8	Dampskibs-Selskabet « Danmark » (Th. Søn- ne & Co)	✦	Comp. (2.06)	2	77 - 152 30.5 - 60 PS. n. 02, v. 1.06	99 39	175 765	Helsingörs Maskin- byggeri Elseneur 1884	Cph. 2.06	✦	2 C	3.81 12-6	3.06 10-0	4	8.27 89	283 3048	6.33 90 6.3-90	Helsingörs Maskin- byggeri Elseneur 1901	Cph. 2.06 p.c. 1.06 v. c. 1.06						
9	Milwaukee S.S. Co (A. H. Haywood)	✦	Triple (8.06)	3	60-97-160 23.5-38-63	107 42	1760 83	American Shipb. Co Cleveland 1906	Clv. 8.06	✦	2 C	4.42 14-6	3.50 11-5	6	11.30 115	502 5400	12.6 180	American Shipb. Co Cleveland 1906	Clv. 8.06						
10	L. F. Mathies & Co	✦	Comp. (5.94)	2	57.5 - 93 22.7 - 36.6	60 23.6	300 90	Actien-Gesellschaft « Neptun » Rostock 1891	.....	✦	1 C	3.30 10-9	3.00 9-9	2	2.80 30	117 1260	7 100	Actien-Gesellschaft « Neptun » Rostock 1891	Hbg 94 v. c. 94						
11	Fichet & Co	✦	Comp. (6.03)	2	24 - 43 9.5 - 17	30 12	55 200 250	E. Brissonneau & C. Lotz Nantes 1903	.....	✦	1 C	2.84 9-4	2.90 9-6	2	3.04 33	80 860	7.2 103	E. Brissonneau & C. Lotz Nantes 1903	Nt. 03						
12	Berginal	•	Tr. Exp. (6.00)	3	18 - 30 - 48 7 - 12 - 19	30 12	30 120 250	A. Mancour Nantes 1900	.....	•	1 C	2.00 6-7	2.46 8-1	1	1.42 15	49.45 531	11 156	A. Blasse Chantenay 1900	Nt. 00						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS — PROPELLER — WATERTIGHT COMPARTMENTS — ERECTOR'S ON DECK — WATERBALLAST, DECK — REPAIRS	LENGTH — IN FEET & INCHES	BREADTH — IN METERS	DEPTH — IN METERS	FREE BOARD — SUMMER — WINTER — W.N.A. — in inches	PORT — OF REGISTRY	LAST — SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.											
	DATE OF TERM								U.												
	1	2	3	4	5	6			7	8											9
+	13	JAMES-J. DICKSON, Sundström. (5.07) 82-01	I	3/3, L	1.1.	Glt	855 643 602	Sds	72 V.07	Earle's Shipbuilding Co Hull	F; hét; 6 comp; D. 35m65; G. 8m55; (WB.M. 150 t; C.R. 50 t.); 1 p. F; grp.02; rp-car. 5.07.	61.0 200-0	8.5 28-0	4.57 15-0	.....	Göteborg	Bot. 5.07				
+	14	JAMES-P. WALSH, ..... ELECTR. (6.05)	I	3/3, Lakes	1.1.	2 m 1 P-B	5630 4772	Am	05	Craig Shipb. Co Toledo (O.)	A; hét; 1 p. A.	146.30 480-0	15.85 52-0	9.14 30-0	.....	Fairport	Clv. 6.05				
.	15	JANE (ex-Jane-Cary), Olsson. (3.07)	I	3/3, G	1.1.	Glt 1 P-B	789 449 643	Sds	70 V.07	Alexander Withy & Co Hartlepool	F; hét; 5 comp; $\frac{1}{2}$ D. 24m08; R. 12m19; (WB.); rp-car. 3.07.	61.44 201-7	8.01 28-3	4.80 15-9	.....	Göteborg	Gol. 3.07				
+	16	JANSENS, Neyts. ELECTR. (11.05)	II	3/3, G	1.1	2 m 2 P-A	1330 803 826	P B	02 V.05	Kon. Mij de Schelde Flessingue	A; hét; 6 comp; shaded; D. 17m08; G. 15m16; car. 11.05.	67.86 222-8	10.97 36-0	4.57 15-0	28½ 30½ 32½	Batavia	Btv. 05				
+	17	JARL, Nordström. (8.07)	I P.R.	3/3, P	1.1.	2 m	171 122	Sds	07	Oskarshamn Mek. Werkstad Oskarshamn	A; hét; 5 comp; $\frac{1}{2}$ D. 8m79; R. 18m20; G. 9m59; (WB. C.A. 16 t; C.A.R. 2 t.)	32.61 107-0	6.86 22-6	2.90 9-6	.....	Oskarshamn	Üsch. 8.07				
+	18	JASSY, Tentu. ELECTR. (5.05)	I A.&C.P.	3/3, L	1.1.	Glt 2 P	2269 1452 2088	Rmn	97 V.05	R. Napier & Sons Glasgow	A; hét; 8 comp; D. 7m62; R. 28m; G. 8m84; (WB. cell. 410 t.; C.A.R. 34 t.); 2 p. A; rp. 05; car. 8.07.	91.44 300-0	12.06 39-7	6.74 22-1	53½ 57.0 61.0	Braila	Rd. 8.07				
+	19	JAVA, Thys. Remorqueur. (4.02)	I P.R.	—	—	1 m	124 62	Blg	98 V.02	Dessiemmes & Delsaux Boom	A; hét; 5 comp; $\frac{1}{2}$ p. A; car. 4.02.	27.40 89-11	5.80 19-0	3.35 11-0	.....	Anvers	Av. 02				
+	20	JAVA, Potjer. ELECTR. (7.06)	I A.&C.P.	3/3, L	1.1.	2 m 3 P	4832 3090 4147	P B	02 V.06	Nederlandsche Scheepshouw Mij Amsterdam	A; hét; 7 comp; D. 11m10; R. 26m04; G. 15m24; (WB. cell. 862 t; C.A. 152t; R. 88t.); $\frac{1}{2}$ p. A; rp. 03; car. 8.07.	112.60 369-5	14.72 48-4	8.79 28-10	78 83½	Amsterdam	Am. 8.07				
+	21	JEAN-BART, Agnieray. (2.04)	II	3/3, G	1.1.	B-G 2 P-B-S	678 415 625	Frç	70 V.04	Readhead Softley & Co South-Shields	F; hét; spard; R. 9m15; WB. caté N. 12m20, 67 t; AR. 15m40, 83 t.; 1 p. P; 1p.n.83; grp.90; rp.05; car. 9.06.	57.2 187-8	7.7 25-4	4.17 19-8 13-8	.....	Dunkerque	Dk. 9.06				
+	22	JEAN-DORÉ, Duchêne. Chalutier. (11.05)	I A.&C.P.	3/3, P	1.1.	2 m	253 99	Frç	05	Bonn & Mees Rotterdam	A; hét; 4 comp; (WB. 25 t.); 1 p. P.	41.26 135-5	6.63 21-9	3.81 12-6	.....	Boulogne s/Mer	Rd. 11.05				
.	23	JEAN-LOUIS, ..... Yacht. (2.06)	I	3/3, Y	1.1.	2 m base.	110 62	Blg	01 V.06	Jabon frères Ombret	A; galv.; 2 hét; 4 comp; car. 2.06.	32.00 105-0	4.81 15-9	2.75 9-0	.....	Liège	Av. 2.06				
.	24	JEAN-PIERRE (ex-Reliance) Fromaget. (10.04) Remorqueur.	I	3/3, P	1.1.	2 m	62 13 62	Frç	97 V.04	G. K. Stothert Bristol	A; hét; 5 comp; car. 2.04.	20.47 67-2	4.80 15-9	2.59 8-6	.....	Dakar	Bx 04				

N.B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS								LAST SURVEY
		DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL			Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
				DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES					Diamet.	Length		NUMBER	Grate surface in sq. feet in sq. meters			heating surface in sq. feet in sq. meters				
																		IN METERS AND IN FEET IN INCHES	IN FEET IN INCHES		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
13 Fornvade Ångfartygs Aktiebolaget «Gotha» (H. Sternhagen)	✠	Comp. (5.07)	2	46 - 100 18 - 39.5 PS.5.07	61 24	360 105	Göteborgs Mek. Werkstad Göteborg 1902	Got. 5.07	✠	1 C	3.96 13-0	3.05 10-0	3 43	4.00 1442	131 125 5.3-75	Göteborgs Mek. Werkstad Göteborg 1902	Got.5.07 P.C. 5.07 v.c. 5.07				
14 Ohio S. S. Co	✠	Tr. Exp. (6.05)	3	57 - 93 - 152 22.5 - 36.5 - 60	107 42	180 80	Craig Shiph. Co Toledo (O.) 1905	Civ. 6.05	✠	2 C	4.19 13-9	3.50 11-6	4 112	10.41 4742	441 180	Marine Boiler Works Toledo (O.) 1905	Civ. 6.05				
15 John Millar	.	Comp. (3.07)	2	46 - 91 18 - 36 PS. 3.07	76 30	420 63	Geo. Clark Sunderland 1870 Compounded 1905	Got.3.07	.	1 C	3.80 12-6	3.05 10 0	3 48	4.46 1420	132 120 5.6-80	Menzies & Co Leith 1905	Got.3.07 P.C. 3.07 v.c. 3.07				
16 Koninklijke Paketvaart Mij	✠	Tr. Exp. (11.05)	3	43 - 69 - 117 17-27-46	91 36	700 85	Kon. Mij de Schelde Flessingue 1902	Btv. 05	✠	1 C	4.77 15-8	3.20 10-6	4 76	7.07 2565	12 170 5.6-80	Kon. Mij de Schelde Flessingue 1902	Btv. 05 P.C. 05 v.c. 05				
17 Oskarshamn's Ångfar- tygs-Aktiebolag.	.	Comp. (8.07)	2	34 - 74 13.5 - 29	52 20.5	100 400 160	Oskarshamn's Mek. Werkstad Oskarshamn 1907	Oskh. 8.07	.	1 C	3.30 10-10	2.89 9-6	3 40	3.72 1258	117 142	Oskarshamn's Mek. Werkstad Oskarshamn 1907	Oskh. 8.07				
18 Chemins de Fer Rou- mains	✠	Tr. Exp. (5.05)	3	56 - 89 - 147 22 - 35 - 58 PS. n. 8.07	99 39	257 1400 70	R. Napier & Sons Ltd Glasgow 1897	Rd. 8.07	✠	2 C	4.11 13-6	3.20 10-6	6 108	10 3500	325 178 5.6-80	R. Napier & Sons Ltd Glasgow 1897	Gltz 5.06 v.c. 05 P.C. 5.06				
19 Société Anonyme de Re- morquage à hélice	.	Comp. (4.02)	2	48 - 94 19 - 37 PS. 4.02	51 20	70 185 100	De Ville-Châtel Bruxelles 1888	.....	.	1 C	3.05 10-0	3.23 10-7	2 58	5.41 1021	95 70	De Ville-Châtel Bruxelles 1880 rc. 1898	Av. 02 v.c. 02				
20 Stoomvaart Maatschap- pij « Nederland »	✠	Tr. Exp. (7.06)	3	63 - 100 - 165 25 - 39 5 - 65 PS. 8.07	120 47.5	1750 80	Nederlandsche Fa- briek Amsterdam 1902	Am. 8.07	✠	2 C	4.60 15-1	3.50 11-6	6 178	16.50 5210	482 180 12-7.180	Nederlandsche Fa- briek Amsterdam 1902	Am. 7.06 P.C. 7.06 v.c. 7.06				
21 Cie des Bateaux à vapeur du Nord	.	Comp. (2.04)	2	58 - 117 23 - 46 PS. n. 9.06	76 30	80 390	Readhead & Soffley South-Shields 1870	Dk. 9.06	.	1 C	3.75 12-4	3.15 10-4	3 46	4.30 1296	121 71	The Wallsend Slip- way & Eng. Co (Ld) Newcastle o/T.	Dk. 04 v. c. 04 P. C. 04				
22 L. Bouclet & Co	✠	Tr. Exp. (11.05)	3	33 - 55 - 89 13 - 21.5 - 35	61 24	432 113	Alblasserdamsche Machinefabriek Alblasserdam 1905	Rd. 11.05	✠	1 C	3.76 12-4	3.05 10-0	2 38	3.59 1315	122 180	Alblasserdamsche Machinefabriek Alblasserdam 1905	Rd. 11.05				
23 Rocour	.	Tr. Exp. (2.06)	6	13 - 24 - 41 5 - 9.5 - 16 PS. 2.06	30 12	150 210	Ross & Duncan Glasgow 1900	Av. 2.06	.	1 V	2.00 6-7	3.00 9-10	1 19	1.75 1021	95 171	Brouhon Liège 1900	Av. 2.06 v.c. 2.06				
24 J. A. Delmas & Co	.	Comp. (10.04)	2	36 - 72 14 - 28 PS. 9.04	56 22	280 128	G. K. Stothert Bristol 1897	Bx 04	.	1 C	3.12 10-3	2.84 9-4	2 40	3.67 783	72.78 114	G. K. Stothert Bristol 1897	Bx 04 v.c. 04				

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES		CLASSIFICATION			GRÈEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIEAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRANC BORD ETE HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE dela DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	DATE DU TERME					T.	R.										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
✠	25	JEANNE, <i>Malfoy</i> . (4.05) Chalutier. ELECTR.	I	3/3,P	1.1.	2 m	261 84	Frq	05	Bonn & Mees Rotterdam	A; hél; 5 comp; (WB. 34 t.); p. PP; grp-car. 6.05.	42.86 140-8	6.63 25-9	3.96 13-0	.....	Boulogne- s/Mer	Rd. 6.05	
✠	26	JEANNE, <i>Boutet</i> . (4.04) Chalutier.	I	3/3,P	1.1.	Glt	170 30 125	Frq	98 V.04	E. de la Brosse & Fouché Nantes	A; hél; 5 comp; D. 11m30; G. 5m24; (WB. C. X. 11 t.); car. 5.07.	32.12 105-5	6.26 20-6	3.16 10-4	.....	Arcachon	Bx 5.07	
✠	27	JEANNE, <i>Lorin</i> . (1.96) Chalutier. (3/3,P.1.1.)	43	...	..	Dy	37 0	Frq	95	P. Corue Dieppe	C-Ht-Or-S; hél; ch. frg; sfb; p.S.	16.50 54-2	5.20 17-1	2.60 8-7	.....	Dieppe	Dp. 01	
.	28	JEANNE-BLANCHE, ELECTR. de Ribet. (3.06) Yacht.	I	3/3,Y	1.1.	B-G	376 125 301	Frq	94 V.00	Forges & Chantiers La Seyne	A-F; hél; 8 comp; R. 21m; (WB. 6 t.); 1 p. P.	55.68 182-8	7.42 24-4	4.13 13-7	.....	Dakar	Mrs.3.06	
✠	29	JEANNE-D'ARC (ex-Harriet- Agnes), <i>Ledoeff</i> . (12.04)	II	3/3,G	1.1.	Glt 1 P-B	620 377 462	Frq	66 V.05	G. W. Svensson Nyköping	A-F; hél; 6 comp; D; R; G. grp. 95; rp-car. 6.07.	59.4 195-0	7.9 26-0	4.63 15-3	.....	Brest	Dk. 6.07	
✠	30	JEANNE-D'ARC, <i>Canta- Chalutier. greel</i> . (4.04)	I	3/3,P	1.1.	2 m	200 72	Frq	04	Germe & Co Boulogne s Mer	A; hél; 7 comp.	34.36 112-9	7.03 23-1	3.73 12-3	.....	Boulogne s/Mer	Blg. 04	
.	31	JEANNE-D'ARC, ..... (6.05)	I	3/3,P	1.1.	Canot	11 9	Frq	05	Blasse Chantenay	A; hél;	12.00 39-4	2.80 9-2	1.40 4-7	.....	St-Malo	Nt. 6.05	
✠	32	JEANNETTE, <i>Pathot</i> . ELECTR. Chalutier. (1.07)	I	3/3,G	1.1.	2 m	273 77 243	Frq	07	de la Brosse & Fouché Nantes	A; hél; R. 2m30, 4m50 & 3m92; (WB. 34 t.); 1 p. b.	43.18 141-8	6.74 22-1	3.38 11-1	.....	Arcachon	Nt. 1.07	
✠	33	JEANNOT, <i>Gournay</i> . Chalutier. (4.00)	I	—	—	2 m	204 46 138	Frq	99	E. Lucas & Co Dieppe	A; hél; 7 comp; p. PP; rp. 03.	34.46 113-1	6.56 21-6	3.96 13-0	.....	Boulogne s/Mer	Hv. 03	
✠	34	JERNBARDEN, <i>Petters- son</i> . (3.06)	II	3/3,G	1.1.	Glt 1 P-B	1001 735 825	Sds	82 V.00	Göteborgs Mekaniska Werkstad Göteborg	F; hél; 5 comp, D. 30m87; G. 8m58; WT. 130 t; C. R. 40 t.; p. P; grp. 94; rp. 06; car. 6.06.	61.7 202-5	9.4 31-0	5.29 17-4	.....	Göteborg	Hull 6.06	
✠	35	JERSEYMOOR, <i>Stone- Turret. house</i> . (4.06)	I	3/3,L	1.1.	2 m	3746 2408 3138	Ang	01 V.06	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; G. 10m97; (WB. cell. 763 t; C. R. 30 t.; car. 4.06.	104.24 342-0	14.20 46-7	7.52 24-8	151 155 1/2	Londres	N-C. 4.06	
✠	36	JESSE-SPALDING, ..... ELECTR. (6.04)	I	3/3	1.1.	2 m	1042 856	Amr	99 V.01	F. W. Wheeler West Bay City	A; hél; 4 comp; D. G; (WB).	67.05 220-0	12.19 40-0	4.27 14-0	.....	Chicago	Clv. 04	

N. B. - Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION							
					DIAMÈTRES — EN CENTIMÈTRES EN POUÇES	COURSE des pistons cent. pouces					Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUÇES	NOMBRE sur de grille en mât. carr. en pieds carr.	surf. de chauffe en mètres carrés en pieds carrés		CONSTRUCTEURS							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
25	A. & G. Vidor frères & Co	✠	Tr. Exp. (4.05)	3	33 - 56 - 91 13-22-36	61 24	500 110	Amos & Smith Hull 1905	Rd. 4.05	✠	1 C	3.80 12-6	3.20 10-6	2	3.72 40	133 1430	14 200	Amos & Smith Hull 1905	Rd. 4.05				
26	Société Nouvelle des Pêcheries à Vapeur	✠	Comp. (4.04)	2	45 - 76 17.7 - 30 PS.11.06	42 16.3	320 170	E. de la Brosse & Fouché Nantes 1898	Bx 5.07	✠	1 C	3.20 10-6	3.02 9-11	2	3.62 39	103 1107	7 100	E. de la Brosse & Fouché Nantes 1898	Bx 5.07 v.c. 04				
27	Ed. Corue	✠	Comp. (1.96)	2	31 - 53 12.3 - 21	30 12	90 155	E. Lucas & Co Dieppe 1895	.....	✠	1 C	1.30 4-3	2.58 8-6	2	1.50 16	48.67 523	7 100	E. Lucas & Co Dieppe 1895	Dp. 01				
28	Gouvernement Français	.	Triple (3.06)	3	46 - 73 - 108 18 - 29 - 42.5	70 27.5	800 130	Forges & Chantiers La Seyne 1894	Mrs.3.06	.	1 C	3.80 12-6	2.97 9-9	3	5.80 62	168 1808	10 143	Forges & Chantiers Marseille 1894	Mrs.3.06 v.c. 3.06				
29	Cie Bretoise de Naviga- tion à Vapeur	.	Comp. (12.04)	2	56 - 107 22 - 42 PS.n.6.07	68.5 27	75 300	R. & W. Hawthorn Newcastle 1883	Dk. 5.07	✠	1 C	3.66 12-0	3.05 10-0	2	3.44 37	126 1350	6.33 90	Wallsend Slipway & Engineering Co Ld Newcastle 1900	Brst.5.05 v.c. 5.05 P.C. 5.05				
30	Th. Huret	.	Comp. (4.04)	2	36 - 70 14 - 27.5	40 16	250 125	Germe & Co Boulogne s/Mer 1904	Blg. 04	.	1 C	2.79 12-5	3.00 9-10	2	3.60 39	95 1021	8 114	Germe & Co Boulogne s/Mer 1904	Blg. 04				
31	Fichet & Co	.	.....	.....	Moteur	.....	.....	.....	.....	.....	.....	.....	.....	.....	Motor	.....	.....	.....	.....				
32	Société Nouvelle des Pêcheries à Vapeur	✠	Triple (1.07)	3	30 - 50 - 82 12 - 20 - 32	62 24.5	112 450 110	de la Brosse & Fou- ché Nantes 1907	Nt. 1.07	✠	1 C	3.80 12-6	3.10 10-2	2	4.25 46	123 1323	12 170	Caillard & Co Le Havre 1907	Nt. 1.07				
33	Pêcheries Lilloises (M. Lemaire & Co, Lille)	✠	Tr. Exp. (4.00)	3	30 - 47 - 76 12 - 19 - 30	45 18	325 160	E. Lucas & Co Dieppe 1899	.....	✠	1 C	3.45 11-4	2.90 9-6	2	2.88 31	102 1097	11.6 160	Caillard & Co Havre 1903	Hv. 03				
34	A. Liljeqvist	.	Comp. (3.06)	2	70 - 145 27.6 - 57 PS.n.10.02; v.8.04	91.4 36	132	Henderson Coul- born & Co Renfrew 1870	Got. 4.00	.	2 C	3.35 11-0	2.74 9-0	4	5.39 58	6 85	Göteborgs Meka- niska Werkstad Göteborg 1892	Got. 4.07 p.c. 4.07 v.c. 4.06					
35	Moor Line Ld (W. Run- ciman & Co), Newcas- tle o/T.	✠	Tr. Exp. (4.06)	3	66 - 107 - 173 26 - 42 - 68 PS.n. 03; v. 4.06	107 42	307 1350 63	Wm Doxford & Sons Ld Sunderland 1901	N-C.4.06	✠	2 C	4.72 15-6	3.35 11-0	6	9.19 99	440 4737	11.2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1901	N-C.9.07 p.c. 9.07 v.c. 4.06				
36	Jesse Spalding & Co	✠	Tr. Exp. (6.04)	3	43 - 71 - 119 17 - 28 - 47	91 36	800 100	F. W. Wheeler West Bay City 1899	Clv. 04	✠	2 C	3.35 11-0	3.66 12-0	2	7.80 84	162 1745	12 170	Hickes Bros Saginaw (Mich) 1899	Clv. 04				



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN FEET & INCHES	DEPTH IN FEET & INCHES	FREE BOARD SUMMER WINTER W.N.A. 15 INCHES	PORT OF REGISTRY	LAST SURVEY				
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.											U.			
	DATE OF TERM																					
	2	3	4				5	6											7	8	9	10
	37	JESSIE. <i>Barley</i> . (5.07) 02-04	I	3/3, P 1.1.	Chp	167 56 116	Ang	92	Androssan Shipbuilding Co Ltd Androssan	A; <i>hét</i> ; 4 comp; $\frac{1}{2}$ D. 10m50; G. 4m11; WB. A. 20 t.; rp-car. 5.07.	30.50 6.28 2.18 100-1 20-7 7 2	.....	York	Hdg	5.07							
	38	JESSIE-BANNING ( <i>ez-Cutch</i> ), <i>Clinton</i> (5.02) ELECTR.	I	— —	2 m 2 P	639 267	Amr	84	V.02	J. Bremmer & Co Hull	F; <i>hét</i> ; 5 comp; rp-car. 6.02.	53.62 7.16 5.79 175-3 23-6 19-0	.....	Seattle	S-F.	02						
+	39	JOAQUIN-DEL-PIÉLAGO, <i>Ibarguay</i> . (1.07) ELECTR.	I	3/3, L 1.1. A.&G.P.	Glt 2 P-H	759 306	Esp	92	V.07	Cia Trasatlantica Española Cadiz	A-F; <i>hét</i> ; 7 comp; <i>awning</i> ; (WB. A. 44 t.; R. 37 t.; 2 p.P; grp-car. 4.7.	56.40 8.53 3.96 185-1 28-0 13-0	.....	Cadiz	Cdx	4 07						
	40	JOE-S.-MORROW, ..... ELECTR. (3.07)	I	3/3, 1.1. Lakes	Amr	97	Amr	97	American Shipb. Co Lorain	A; <i>hét</i> ; 4 comp; (WB. DB. & side tanks.	28.01 15 85 8.54 420-0 52-0 28-0	.....	.....	Clv.	3.07							
	41	JOHANNA ( <i>ez-Sudbrook</i> ). ..... (2.03)	I	3/3, G 1.1.	G 3m	888 212 316	Alm	91	V.03	T. A. Walker Sudbrook	F; <i>hét</i> ; 3 comp; D. 7m62; (WB. C. R. 3 t.; C. X. 20 t.; 1 p. F; car. 2.03.	44.68 7.99 3.52 146-7 26-2 11-7	.....	Hamburg	Hbg	03						
+	42	JOHANNA-OELSSNER, ..... (4.93)	I	— —	Glt	888 549 631	Alm	89	V.93	W. Harkness & Son Middlesbro'	F; <i>hét</i> ; 5 comp; <i>weld.</i> $\frac{1}{2}$ D. 20m10; R. 26m20; G. 7m30; (WB. <i>cale</i> R. 60 t.; C.A. 40 t.; 1 p. F; rp-car. 6.96.	59 15 8.76 4.58 194-1 28-7 15-0	==	Hamburg	Hbg	97						
+	43	JOHN-B.-COWLE, ..... ELECTR. (11.02)	I	— —	2 m 1 P-B	4731 3911	Amr	62	Jenks Shipbuilding Co Port-Huron	A; <i>hét</i> ; 5 comp; (WB. <i>cell.</i> ); R. R. $\frac{1}{2}$ G.	128 01 15.20 7.32 420-0 50-2 24-0	.....	Cleveland	Clv.	02							
	44	JOHN-B.-HAAS, <i>Boots</i> . <i>Remorqueur</i> . (3.06)	I	3/3, P 1.1.	1 m	145 72 145	Blg	80	V.06	Michot Lège	F; <i>hét</i> ; 4 comp; grp. 01; rp-car 3.06.	30.2 5.8 3.35 99-0 19 0 11-0	.....	Anvers	Av.	3.06						
+	45	JOHN-BULL, <i>Boedts</i> . <i>Remorqueur</i> . (4.06)	I	3/3, P 1.1.	1 m	187 94 187	Blg	80	V.06	De Dekker Anvers	F; <i>hét</i> ; 6 comp; p.P; rp-car. 4.06.	30.5 6.4 2.74 100-0 21-0 9-0	.....	Anvers	Av.	4.06						
+	46	JOHN-C.-HOWARD, ..... ELECTR. (8.03)	I	3/3, 1.1. Lakes	2 m	1244 921	Amr	03	Columbia Iron Work St-Clair	A; <i>hét</i> ; 4 comp; (WB. <i>cell.</i> ).	68.27 11.88 4.88 224-0 39-0 16-0	.....	Ogdensburg	Clv.	03							
+	47	JOHN-ERICSSON, <i>Low</i> . ELECTR. (8.96) Whaleback.	I	— —	3 Pole m 1 P-B	3200 378	Amr	99	American Steel Barge Co West-Superior Wis.	A; <i>hét</i> ; 7 comp; (WB. <i>cell.</i> 2300 t.; 1 p. A	116.42 14.62 8.23 382-0 48-0 27-0	.....	Duluth Minn.	Chc.	96							
+	48	JOHN-J.-M-WILLIAMS, <i>Golton</i> . (5.95)	I	— —	Glt 1 P-B	3400 2808	Amr	95	F W Wheeler West Bay City Mich.	A; <i>hét</i> ; 5 comp; R. R. 15m24; G 15m24; WB. 1300 t; C.A. & R. t.; 1 $\frac{1}{2}$ p A.	107.29 13.61 6.91 352-0 44-8 22-8	.....	Buffalo	Chg.	95							

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										LAST SURVEY	BOILERS										LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in. - centim. in. - in.	Horse power nominal indicated REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	SHELL	Furnaces			HEATING surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION								
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES					NUMBER	Diamet.   Length IN METERS IN FEET AND INCHES					NUMBER	IN sq. feet						
19	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
37	H. Leetham & Sons Ltd	.	Comp. (5.07)	2	50 - 61 12 - 24 PS. 5.07	46 18	32 150 128	Menzies & Co Ltd Leith 1903	Hull 5.07	.	2.72 8-11	2.74 9-0	2	2.32 25	61 661	8.4 120	Menzies & Co Ltd Leith 1903	Hull 5.07 v.c. 5.07						
38	C. Clinton	.	Comp. (6.02)	2	47 - 122 18.5 - 48	76 30	98 118	Jas. Bremmer & Co Hull 1884	.....	2 C	2.74 9-0	3.35 11-0	4	7.90 85	153 1649	11.25 160	British Columbia Iron Works Vancouver 1898	S-F. 02 v.c. 02						
39	Compañia Trasatlantica	✦	Tr. Exp. (4.07)	3	46 - 76 - 122 18 - 30 - 48 PS. n. 4.07	92 36.2	1000	Sociedad Arsenal Civil Barcelone 1892	Cdx 4.07	✦ 1 CD	4.00 13-2	4.84 15-10	6	9.00 97	11.2 160	Sociedad Arsenal Civil Barcelone 1892	Cdx 4.07 v.c. 4.07							
40	Jos. Seliwood	✦	Triple 3.07	3	56 - 89 - 147 22 - 35 - 58	102 40	1167 86	American Shipb. Co Cleveland 1907	Clv. 3.07	✦ 2 C	4.19 13-9	3.50 11-6	4	8.46 91	432 4640	12 170	American Shipb. Co Cleveland 1907	Clv. 3.07						
41	L. F. Mathies & Co	.	Comp. (2.03)	2	43 - 80 17 - 31.5 PS. 2.03	50 20	242 50	B. Wencke & Söhne Hamburg re. 1899	.....	2 C	2.13 7-0	4.52 15-0	2	4.92 53	52 560	6.3 89	Clarke, Chapman & Co Ltd Gateshead o/T 1898	Hbg 03 v.c. 03						
42	Gerhard & Hey	.	Tr. Exp. (4.93)	3	38 - 63.5 - 102 15 - 25 - 40	68.5 27	150 500 90	Fisher & Co Paisley 1889	.....	1 C	3.65 12-0	3.20 10-6	3	4.65 50	126 1361	11.2 160	Muir & Houston Glasgow 1889	Hbg 96 v.c. 93						
43	Cowle Transit Co	✦	Tr. Exp. (11.02)	3	58 - 97 - 160 23 - 38 - 63	102 40	2100 85	Jenks Shipbuilding Co Port-Huron 1902	.....	✦ 3 C	3.81 12-6	3.66 12-0	9	13.00 140	513 5511	12.6 180	Jenks Shipbuilding Co Port-Huron 1902	Clv. 02						
44	Société Anonyme de Remorquage à hélice	.	Comp. (3.06)	2	51 - 93 20 - 39 PS. n. 01; v. 3.06	56 22	110	H. de Ville-Chatel & Co Bruxelles 1880	Av. 3.06	1 C	3.50 11-6	3.20 10-6	2	3.60 39	100 1075	6 85	Vulcain Belge Anvers 1901	Av. 3.06 v.c. 3.06						
45	Société Anonyme de Remorquage à hélice	.	Tr. Exp. (4.06)	3	37 - 61 - 99 14.5 - 24 - 39 PS. 12.05	61 24	90 600 105	J. Deneffe & Co Liege 1880 Transformée 1902	Av. 4.06	1 C	3.96 13-0	3.20 10-6	3	4.93 53	141 1517	13 185	J. T. Eltringham South Shields 1902	Av. 4.06 v.c. 4.06						
46	Geo. Hall Coal Co	✦	Tr. Exp. (8.03)	3	41 - 66 - 112 16 - 26 - 44	94 36	800 110	Columbia Iron Works St-Clair 1903	.....	✦ 2 C	3.66 12-0	3.23 10-7	4	6.70 72	278 2890	12.4 177	Columbia Iron Works St-Clair 1903	Clv. 03						
47	Pittsburg S.S. Co	✦	Tr. Exp. (8.96)	3	64 - 102 - 160 25 - 40 - 63	107 42	2000 75	Cleveland Shipb. Co Cleveland 1896	.....	✦ 3 C	3.96 13-0	3.96 13-0	9	16.72 180	308 3312	12.3 175	Cleveland Shipb. Co Cleveland 1896	Chc. 96						
48	John Mitchell & Co	✦	Tr. Exp. (5.95)	3	51 - 81 - 140 20 - 32 - 55	107 42	1100	F. W. Wheeler West Bay City 1895	.....	✦ 2 C	4.11 13-6	3.66 12-0	6	12.0 132	11.92 170	Wicks Bros Sagonau (Mich) 1895	Chg. 95							





ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES													
			TYPE DU CERTIFICAT	DATE	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Forç. ind. uée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS NOMBRE sur grille en mètre carr. en pieds carr.	Pression Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION																		
						DIAMÈTRES								Diamèt.   Long.																						
						EN CENTIMÈTRES EN POUCES								EN MÈTRES ET POUCES																						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40															
49	C. W. Elphicke & Co	✠	Triple (3.07)	3	53-88-145 21-34.5-57	107 42	1442 83	Gt Lakes Eng. Co St-Clair 1907	Civ. 3.07	✠	2 C	3.96 13-0	3.50 11-6	4			12.6 180	Marine Boiler Works Toledo 1907	Civ. 3.07																	
50	The Protestant Episco- pal Church	✠	Petrol Motor (3.01)	2	19 7.5	20 8	13 300	C. Jastram Motoren Fabrik Hamburg 1901	.....	.	.....						.....	.....	Hbg	01																
51	Georges Gallice	.	Moteur à Pétrole (12.92)	4	20 8	44 17.3	40 160	F. Forest Paris 1891	.....	.	.....						.....	.....	Hv.	92																
52	N. Paquet	✠	Comp. (11.00)	2	35-62 14-24	35 14	40 160 165	Société Marseillaise de Construction Mécaniques Marseille 1900	.....	✠	1 WT	2.60 × 2.14 × 3.60 8-6 × 7-0 × 10-10	2	3.54 38	113 1215	8 114	Niclausse & Co Paris 1900	Mrs.	00																	
53	Tonopah Steamship Co	✠	Triple (11.05)	3	69-97-160 23.5-38-63	107 42	1800 85	American Shipb. Co Cleveland (O.) 1905	Civ. 11.05	✠	2 C	4.42 14-6	3.50 11-6	6	10.70 115	502 5400	12.6 180	American Shipb. Co Cleveland 1905	Civ. 11.05																	
54	J. Pencau	✠	Comp. (6.07)	2	37-61 14.5-24	45 18	40 160 160	Brissonneau & Lotz Nantes 1907	Nt. 6.07	✠	1 C	2.50 8-2	2.35 7-9	2	2.20 23	60 645	6.2 88	Brissonneau & Lotz Nantes 1907	Nt. 6.07																	
55	Mitchell & Co	✠	Triple (4.06)	3	57-91-152 22.5-36-60	107 42	1600 83	American Shipb. Co Cleveland 1906	Civ. 4.06	✠	2 C	4.19 13-9	3.50 11-6	4	8.55 92	432 4640	12.6 180	American Shipb. Co Cleveland 1906	Civ. 4.06																	
56	Jössefors Aktiebolaget	✠	Comp. (10.07)	2	25-57 10-22.5	38 15	125 140	Eriksbergs Mek. Werkstad Göteborg 1907	Get 10.07	✠	1 C	2.44 8-0	2.40 7-10	1	1.50 16	47 500	9.1 130	Eriksberg Mek Werkstad Göteborg 1907	Get 10.07																	
57	Marine Nationale Fran- çaise	✠	Comp. (12.99)	2	25-56 10-22	46 18	24 140 155	Lobnitz & Co Ltd Renfrew 1899	.....	✠	1 C	2.74 9-0	2.59 8-6	2	2.50 27	45.52 490	8.07 115	Lobnitz & Co Ltd Renfrew 1899	Glsq. 99																	
58	Nederlandsche Stoom- visscherij Maatschap- pij	✠	Tr. Exp. (2.07)	3	30.5-51-81 12-20-32 PS.12.06	56 22	500 350 130	Earle's Engineering & Shipbuilding Co Ltd Hull 1898	Am. 3.07	✠	1 C	3.35 11-0	2.90 9-6	2	2.97 32	93 1000	11.25 160	Earle's Engineering & Shipbuilding Co Ltd Hull 1898	Am. 3.07 v.c. 3.07																	
59	Lewis Luckenbach	✠	Comp. (3.03)	2	109-193 43-76	122 48	500 1800	Nederlandsche Maatschappij Rotterdam 1882	.....	✠	2 CD	3.91 12-10	4.88 16-0	12	18.39 198		4.92 70	Nederlandsche Maatschappij Rotterdam 1882	N-Y. 03 v.c. 03																	
60	Gaston Menier	.	Comp. (10.99)	2	38-68.5 15-27	46 18	125 500 200	Shuttleworth & Chapman Erith 1883	.....	.	2 C	Système Niclausse	Niclausse	2			10 147	Niclausse & Co Paris 1898	Hv. 99 v.c. 99																	



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN METERS IN FEET & INCHES	BREADTH IN METERS IN FEET & INCHES	DEPTH IN METERS IN FEET & INCHES	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY			
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.														
	DATE OF TERM						R.														
	1	2	3				4	5											6	7	8
+	61	JULIE, <i>Spaanderman</i> . Trawler. (5.07)	I	3/3, P	1.1.	2 m	192 95	P-B	98 V.07	Bonn & Mees Rotterdam	A; <i>hél</i> ; 4 <i>comp</i> ; car. 9.07; rp. 04.	33.50 116-6	6.28 20-7	3.73 12-4	.....	Ymuiden	Am. 9.07				
.	62	JULIUS-CEsar, <i>Ham-</i> <i>margren</i> . (3.06)	III	3/3, G	1.1.	Glt 1 P-B	952 653 771	Sds	70 V.06	Denton Gray & Co West-Hartlepool	F; <i>hél</i> ; 4 <i>comp</i> ; G. 9m50; p. S; SS. 75; (W3); car. 4.07; rp. 07.	68.5 224-9	8.6 28-2	5.05 16-7	.....	Helsingborg	Hull 4.07				
+	63	JUNO, <i>Jespersen</i> . (12.94)	I P. R.	—	—	Glt	1384 884 929	Alm	94	Flensburger Schiff- bau-Gesellschaft Flensburg	A; <i>hél</i> ; 5 <i>comp</i> ; <i>welld</i> ; 3 D. 22m67; R. 32m72; G. 7m52; (W3. cell. 350 t.; R. 6 t.); 1 p. A.	70.63 231-7	10.37 34-0	5.15 16-11	==	Flensburg	Flsb. 94				
+	64	JUNO, ..... (5.99) Trawler.	I P. R.	—	—	Glt	158 27 148	Alm	91 V.99	F. W. Wencke Bremerhaven	F; <i>hél</i> ; 5 <i>comp</i> ; p. S; car. 5.99.	32.30 106-0	6.70 22-0	3.35 11-0	.....	Geestemünde	Wes. 99				
.	65	JUNO, <i>Vlassenroot</i> . (7.04)	I	3/3, I	1.1.	1 m	52 14	Blg	04	Boele & Co Bolnos	A; <i>hél</i> ; 5 <i>comp</i> ;	21.00 68-11	4.60 15-1	2.35 7-9	.....	Anvers	Av. 04				
+	66	JUPITER, <i>dos Santos</i> . ELECTR. (4.05)	I A. & C. P.	3/3, G	1.1.	2 m 2 P-H	1905 984 1620	Brs	05	Reiherstieg Schiffs- werfte Hamburg	A; 2 <i>hél</i> ; 6 <i>comp</i> ; <i>own ingd</i> ; R. R. 15m80; R. 34m50; G. 9m; (W3. cell. 370 t.; C. A. 70 t.); 2 p. A; rp-car. 8.07.	82.25 270-0	11.55 37-11	5.93 19-6	[98] 109 1021	Santos	B-A. 8.07				
+	67	JUPITER, <i>Kuhlis</i> . (5.97) Petrol, in bulk.	II	—	—	Glt 2 P-S	1435 976 1285	Rss	97	Wm Dobson & Co Low-Walker	A; 2 <i>hél</i> ; <i>spard</i> ; 12 <i>comp</i> ; D. 8m70; R. 9m14; G. 9m14 (W3. C. A. 35 t.); 2 p. A.	83.84 275-1	9.75 32-0	5.54 18-2	==	Bakou	N-G. 97				
+	68	JYDEN, ..... (6.99)	II	—	—	Glt 1 P-B	378 220 361	Dan	80 V.99	Rostocker Actien- Gesellschaft Rostock	F; <i>hél</i> ; 5 <i>comp</i> ; R. 15m (WT. 6m71, 80 t.); p. S; rp. 00; car. 6.99.	46.3 152-0	7.3 24-0	3.96 13-0	.....	Randers	Gls. 00				
.	69	JYLLAND, ..... (9.94) ELECTR. Railway Ferry.	I P. R.	—	—	Bac	759 326 721	Dan	94	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 6 <i>comp</i> ; (WT. R. 83 t; C. R. 7 t; C. A. 24 t.; Ice breaker; 1 p. P.	53.36 175-9	10.99 36-1	5.46 17-11	.....	Korsör	Cph. 94				

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										LAST SURVEY	BOILERS										LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		Horse power nominal INDICATED	REVOLUTIONS	BUILDERS	PORT AND DATE of CONSTRUCTION	LAST	NUMBER and DESCRIPTION		SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS	PORT AND DATE of CONSTRUCTION	OF BOILERS			
					DIAMETERS	STROKE								Diamet.   Length	NUMBER	Heating surface in sq. feet								
																	IN CENTIMETERS IN INCHES					in centim. in inches	IN METERS IN FEET AND INCHES	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
61	Nederlandsche Stoom- visscherij Maatschap- pij	✠	Tr. Exp. (5.07)	3	30.5 - 51 - 81 12 - 20 - 32 PS. n.06; v.9.07	56 22	350 130	Earle's Engineering & Shipbuilding Co Ltd Hull 1898	Am. 9.07	✠	1 C	3.35 11-0	2.90 9-3	2	2.97 32	93 1000	11.25 160	Earle's Engineering & Shipbuilding Co Ltd Hull 1898	Am. 5.07 v.c. 5.07					
62	Rederi Bolaget « Nord- sjön » (N.C. Coritzon)	.	Comp. tand (3.06)	4	48.4 - 97 19.2 - 38 PS. 4.07	79 31	120 360	T. Richardson & Sons Hartlepool 1870	Hull 4.07	.	2 C	2.97 9-9	9.97 9-9	4	5.76 62		4.78 68	Mekaniska Werk- stadt Göteborg 1884	Hlsb. 4.07 v.c. 3.06 v.c. 3.06					
63	Schmidt & Hansen	✠	Tr. Exp. (12.94)	3	41 - 66 - 84 16 - 26 - 33	84 33	499 70	Flensburger Schiff- bau- Gesellschaft Flensburg 1894	.....	✠	1 C	4.34 14-3	3.08 10-1	3	4.30 46	118 2025	11.6 165	Flensburger Schiff- bau- Gesellschaft Flensburg 1894	Flsb. 94					
64	F. Busse	✠	Comp. (5.99)	2	45 - 78 17.7 - 30.7	55 21.6	65 260 120	H. Paucksch Landsberg 1891	.....	✠	1 C	3.05 10-0	2.95 9-8	2	2.60 28	103 1109	7 100	F. W. Wencke Bremerhaven 1891	Wes. 99 v.c. 99					
65	Société anonyme de Re- morquage à hélice	.	Comp. dia. (7.04)	2	30 - 55 12 - 22	30 12	25 150 195	H.-J. Koopman Dordrecht 1904	Av. 04	.	1 C	2.50 8-2	3.10 10-2	1	1.50 16	60 645	11 159	H.-J. Koopman Dordrecht 1904	Av. 04					
66	União de Navegação Cru- zeiro do Sul	✠	Tr. Exp. (4.05)	6	34 - 59 - 95 13 - 23 - 37	75 29.5	1400 120	Reiherstieg Maschi- nenfabrik Hamburg 1905	B.-A. 8.07	✠	2 C	4.11 13-6	3.63 11-11	6	8.82 95	368 3961	14 200	Reiherstieg Maschi- nenfabrik Hamburg 1905	B.-A. 8.07					
67	Société Commerciale et Industrielle de Naphte Caspienne et de la Mer Noire	✠	Comp. (5.97)	4	56 - 107 22 - 42	68.5 27	156 1250 120	Wallsend Slipway & Engin. Co Ltd Newcastle o/T. 1897	.....	✠	2 C	4.11 13-6	3.50 11-6	6	Chauffage à l'huile	426 4590	7 100	Wallsend Slipway & Engin. Co Ltd Newcastle o/T. 1897	N.-C. 97					
68	Det Forenede Damp- skibs-Selskab.	.	Comp. (6.99)	2	49 - 90 19.3 - 35.4	61 24	55 220	Rostocker Actien- Gesellschaft Rostock 1880	.....	.	1 C	3.05 10-0	3.20 10-6	2	2.15 34	83 895	5.3 75 6.3-90	Wallsend Slipway & Engin. Co Ltd Newcastle o/T. 1899	Gls. 00 v.c. 99					
69	Indenrigsministeriet « De Danske Statsba- ner »	.	Comp. (9.94)	2	78 - 145 30.5 - 57	84 33	156 1000 100	Burmeister & Wain Copenhagen 1894	.....	.	2 C	3.94 12-11	3.12 10-3	6	11.15 120	319 3438	6.33 90	Burmeister & Wain Copenhagen 1894	Cph. 94					

# KAR

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION	CREMANT	NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATERIAUX PROPULSEUR			LONGUEUR	LARGEUR	CREUX	(FRANC BORD ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						R.	U.				COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERREALLAST, PONTS REPARATIONS								
	DATE DU TERME																			
	1	2	3										4	5						

✠	1	KAFA, Schlossmann. ELECTR. (5.00) Remorqueur.	I	—	—	1 m	82 44	Rss	00	Lange & Sohn Riga	A; hél; 5 comp; p. P.	25.00 82-0	5.35 17-7	3.34 11-0	.....	Teodosia	Riga 00
✠	2	KAISER, ..... (5.91) ELECTR.	I	—	—	B-G 2 P-B	2724 1714 2317	Alm	91	Reiherstieg Schiffs- werfte Hamburg	A; hél; 8 comp; D. 20m50; R. 32m80; G. 13m20; (WB. cell. 370 t.); 1 p. A; 1 p. F; car. 4.94.	101.11 331-8	12.49 41-0	7.13 23-4	.....	Hamburg	Hbg 94
✠	3	KAULANI, Colly. (12.99)	14	3, 2, G	1.1.	Gt	354 243 310	Amr	99	Hay & Wright Alameda	P; hél; ch. m-fvg; (sal); d. m. 12.02; sff. pr. 05;	42.82 140-6	9.14 30-0	3.66 12-0	.....	Honolulu	Hnl. 4.07 c. v. 09
.	4	KAKIA, Métaxas. (9.04)	I	3, 2, M	1.1.	2 m	473 301	Rss	84 re. 04	Chantiers Basiliadis Le Pirée	F-A; 2 hél; 5 comp; R. R. 8m; R. 6m60.	61.75 202-7	7.75 25-5	3.25 10-8	.....	Mariupol	Pir. 04
✠	5	KALMAR, Hartung (1.99) P. R.	I	—	—	Gt	1205 770 801	Alm	95 V. 99	Germania Werft Kiel	A; hél; 5 comp; 1/2 D. 20m42; G. 7m32; R. 31m70; (WB. cell. 296; C. R. 13 t; C. A. 44 t.); 1 p. F; rp-car. 9.99.	71.21 233-8	10.00 32-10	7.16 23-6	==	Hamburg	Hbg 99
✠	6	KAMPOT (ex-Nomidie), Le Bail. (12.03)	I	3, 2, L	1.1.	Gt	854 647 817	Fre	83 V. 03	J. C. Tecklenberg Geestemünde	F; hél; 6 comp; spard; VWT. cale X 150 t.; C. R. 10 t.; car. 12.03; p. n. 05; rp. 05.	58.20 191-0	8.20 27-0	6.32 20-9	.....	Saigon	H-K. 05
✠	7	KANAL, ..... (3.93) ELECTR.	I	—	—	Gt	182 88 155	Alm	86 V. 93	Flensburg. Schiffs- bau-Gesellschaft Flensburg	A; hél; 5 comp; R. 2m75; awning; (WB. C. A. 10 t; C. R. 20 t.); 2 p. S.	29.14 95-6	7.21 23-7	3.10 10-2	.....	Flensburg	Flsb. 96
✠	8	KANAWHA, Johnson. ELECTR. (4.02)	I	—	—	2 m 1 P-B	2182 1906	Amr	92	Jenks Shipbuilding Co Port-Huron (Mich.)	A; hél; 4 comp; (WB. cell.); rp. 04; car. 8.04.	74.19 243-5	13.20 43-4	7.15 23-5	.....	Marquette	Bo. t. 04
✠	9	KANDALAKSHA, ..... (4.96)	I	—	—	2 m	206 167	Rss	96	Wm Dobson & Co Walker o/T.	A; hél; 5 comp; 1/2 D. 11m81; G. 7m45; (WB. C. A. 41 t.); 1 p. A. rp-car. 6.96.	35.01 115-0	6.43 21-1	2.72 8-11	.....	Archangel	N-C. 96
.	10	KANT, Wulf. (2.06) ELECTR. 93-93	I	3, 2, P	1.1.	3m G	355 245 251	Alm	81 III 06	Baxter & Co Sunderland	F; hél; 4 comp; welldeck; (WB); alg. 98; car. 8.06.	48.70 159-9	6.13 20-1	3.35 11-0	.....	Lubeck	Kngb. 3.07
✠	11	KANZLER, ..... (10.92) ELECTR.	I	—	—	Gt	2926 1840 2789	Alm	92	Blohm & Voss Hamburg	A; hél; 7 comp; spard; R. M. 37m; R. R. 12m50; G. 17m; (WB. cell. 450 t.); 2 1/2 p. A; rp-car. 2.93.	97.53 320-0	12.19 40-0	9.70 31-10	.....	Hamburg	Hbg 93
✠	12	KARA-KERMEN, ..... (4.00)	I	—	—	1 m	319 205 311	Rss	00	Danubius Schoeni- chen Hartmann Budapest	A; hél; 8 comp; (WB. R. 29 t; A. 2 t.); 1 p. A.	46.17 151-6	9.00 29-6	3.96 13-0	.....	Nicolaieff	Bdp. 00

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS  LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		surf. de chauffe surf. grille en mètres carrés en pieds carrés en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS  LIEU & ANNÉE de CONSTRUCTION			
						DIAMÈTRES	EN CENTIMÈTRES EN POUCES							Diamètre	Long.	NOMBRE	surf. grille en mètres carrés en pieds carrés						
																					EN MÈTRES EN PIEDS ET POUCES		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
1	Gouvernement Impérial de Russie	✠	Comp. (5.00)	2	37 - 74 14.6 - 29	46 18	250 160	Lange & Sohn Riga 1900	.....	✠	1 C	2.92 9-7	3.09 10-2	2	3.55 37	103 1105	8 120	Lange & Sohn Riga 1900	Riga 00				
2	Deutsche Ost-Afrika Linie	✠	Tr. Exp. (5.91)	3	64.7 - 104 - 168 25.5 - 41 - 66	122 48	2000 73	Reiherstieg Schiffs- werfte Hamburg 1891	.....	✠	2 CD	3.96 13-0	5.45 17-9	8	15.23 164	530 5800	12 170	Reiherstieg Schiffs- werfte, Hamburg 1891	Hbg 94				
3	Inter Island Steam Na- vigation Co	✠	Comp. (12.99)	2	33 - 71 13 - 28 PS.12.03	53 21	325 132	Union Iron Works San-Francisco 1899	Hnl. 05	✠	1 C	3.30 10-10	3.38 11-1	2	3.90 42		10 140	Union Iron Works San-Francisco 1899	Hnl. 05 p.c. 05 v.c. 99				
4	Fotius C. Svorono	.	2 Comp. (9.04)	4	35 - 70 14 - 28	60 24	300 90	Lobnitz & Co Renfrew 1883	Pir. 04	.	1 C	3.55 11-8	2.75 9-0	2	3.60 39	88 946	4.6 65	Lobnitz & Co Renfrew 1883	Pir. 04 v.c. 04				
5	H. M. Gehrozens	✠	Tr. Exp. (4.99)	3	45 - 73 - 115 17.7 - 29 - 45.3	78 30.7	700 80	Schiff- & Maschi- nenbau-Act.-Ges. « Germania » Berlin 1895	.....	✠	1 C	4.40 14-5	3.10 10-2	3	5.60 60	205 2206	12.5 178 12.5-178	Schiff- & Maschi- nenbau-Act.-Ges. « Germania » Berlin 1895	Hbg 99 v.c. 99				
6	Su-Chuong dit To-Tong & Yeng-Seng	.	Comp. (12.03)	2	55 - 99 21.6 - 39 PS.12.03	80 32	40 320 90	O. Henniges & Co Berlin 1883	.....	.	2 C	2.60 8-6	2.80 9-2	4	3.60 39	126 1351	5.97 85	O. Henniges & Co Berlin 1883	H-K. 05 v.c. 03				
7	Vereinigte Flensburg Ekensunder u. Sonder- burger Dampfschiffs- Gesellschaft	✠	Comp. (3.93)	2	40.5 - 79 16 - 31	46 18	55 220 120	Flensburger Schiffs- werfte Flensburg 1886	.....	✠	2 C	2.20 7-3	2.44 8-0	2	1.86 20	75 810	8.4 120	Flensburger Schiffswerfte Flensburg 1886	Hbg 94 v.c. 93				
8	Chesbrough Bros.	✠	Tr. Exp. (4.02)	3	45 - 73 - 119 17.5 - 28 - 47 PS. 10.04	102 40	900 80	Jenks Shipbuilding Co Port-Huron 1902	Bost. 04	✠	2 C	3.66 12 0	3.50 11-6	4	8.37 90	311 3346	12.6 180	Jenks Shipbuilding Co Port-Huron 1902	Clv. 02				
9	Archangel Mourman Steam Navigation Co	✠	Comp. (4.96)	2	43 - 81 17 - 32	51 20	40 200 125	Wallsend Slipway & Eng. Co Ltd Newcastle o/T. 1896	.....	✠	1 C	3.12 10-3	3.05 10-0	2	2.97 32	88 951	7 100	Wallsend Slipway & Eng. Co Ltd Newcastle o/T. 1896	N-C. 96				
10	Lübeck - Königsberger Dampfschiffahrts Ge- sellschaft	.	Comp. (3.96)	2	41 - 81 16.2 - 32 PS.c.3.07.	51 20	225 100	R. Smith Preston 1881	Kngh. 3.07	.	1 C	2.85 9-4	2.75 9 0	2	2.50 27	75 806	6.5 92	Lübecker Maschi- nenbau Ges. Lübeck 1896	Lbk 2.06 v.c. 2.06				
11	Deutsche Ost-Afrika Linie	✠	Tr. Exp. (10.92)	3	64 - 102 - 167.5 25 - 40 - 66	107 42	1600 75	Blohm & Voss Hamburg 1892	.....	✠	2 CD	3.81 12 6	4.91 16-1	8	14.83 160	448 4820	12 170	Blohm & Voss Hamburg 1892	Hbg 93				
12	Gouvernement Impérial de Russie	✠	Comp. (4.00)	2	52 - 82 21 - 32	45 18	330 150	Danubius Schoeni- chen Hartmann Budapest 1900	.....	✠	1 C	3.20 10 6	3.10 10-2	2	4.20 45	150 1613	8.5 121	Danubius Schoeni- chen Hartmann Budapest 1900	Bdp. 00				



## KEN

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS			LENGTH  IN METERS IN FEET & INCHES	BREADTH  IN METERS IN FEET & INCHES	DEPTH  IN METERS IN FEET & INCHES	FREE (BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.																								
	DATE OF TERM								R.																								
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18															
+	13	KARASK, . . . . . (10.03)	I	3/3, G	1.1	2 m	989 686 836	Rss	03	Sté John Cockerill Anvers	A; <i>hél</i> ; 7 comp; $\frac{1}{2}$ D. 12m76; R. 12m18; $\frac{1}{2}$ G. 8m33; (WB. cell. 134 t.).	67.06 220-0	11.28 37-0	4.72 15-6	24 $\frac{1}{2}$ 28	Odessa	Av. 0																
+	14	KARIN, <i>Ryberg</i> . (9.05) 87.07	I	3/3, L	1.1.	Glt 2 P-S	1140 857	Sds	97 V.05	Howaldtswerke Kiel	A; <i>hél</i> ; 5 comp; <i>spard</i> ; R. 10m50; G. 7m50; (WB. cell. 222 t.; C. A. 15 t.; C. R. 9 t.); 2 p. A. rp.06; car. 6.07.	65.20 213.11	9.40 30-10	6.55 21-6	.....	Helsingborg	Hull 6.07																
+	15	KARL-VON-LINNÉ, <i>Mark- lund</i> . (5.07)	III	3/3, P	1.1.	Glt	403 224 221	Rss	84 V.07	Motala Verkstad Norrköping	A; <i>hél</i> ; 6 comp; <i>welld</i> ; $\frac{1}{2}$ D. 25m50; G. 10m50; (WB. R. 40 t.); rp. 04; car. 6.07.	37.50 155-10	7.42 24-4	3.12 10-3	.....	Wasa	Stkh. 6.07																
+	16	KATENDRECHT, <i>Teensma</i> . (8.05)	I	3/3, L	1.1.	Glt	2155 1364 1966	P-B	00 V.05	J. Smit Czn Alblasserdam	A; <i>hél</i> ; 5 comp; D; R. G; (WB. cell. & C. R. 590 t.); 1 p. A; grp.02; rp-car. 7.07.	89.30 293-0	13.03 42-9	6.78 22-3	45 $\frac{1}{2}$ 48 $\frac{1}{2}$ 50 $\frac{1}{2}$	Rotterdam	Card. 7.07																
+	17	KATTEGAT, <i>Edström</i> . (5.06)	III	3/3, G	1.1.	Glt 1 P-B	365 313 365	Sds	73 V.06	Got. Mek. Verkst. Göteborg	F; <i>hél</i> ; 5 comp; (WB. 70 t.); grp. 93; rp-car. 5.06.	44.5 146-0	7.4 24-3	4.80 15-9	.....	Stockholm	Stkh. 5.06																
+	18	KAWI, <i>Bagchus</i> . (9.07) ELECTR. Clayton app.	I	3/3, L	1.1.	2 m 3 P	4877 3119 3640	P-B	07	Koninklijke Mij « de Schelde » Flessingue	A; <i>hél</i> ; 7 comp; (WB. 440 t.); D; R.; G.; 2 p. A.	120.10 394-0	14.32 47-0	9.07 29-9	.....	Rotterdam	Rd. 9.07																
+	19	KEDIRI, <i>de Boer</i> . (4.06) ELECTR.	I	3/3, L	1.1.	Glt 3 P-S	3778 2435 3576	P-B	01 V.06	Blohm & Voss Hamburg	A; <i>hél</i> ; 7 comp; <i>spard</i> ; R. 25m90; G. 12m80; (WB. cell. 658 t.); 1 $\frac{1}{2}$ p. A; car. 2.07.	105.50 346-2	13.66 44-10	8.67 28-5	87 $\frac{1}{2}$ 92	Rotterdam	Rd. 2.07																
.	20	KENEN ( <i>ex-Matabele</i> ), ELECTR. <i>Willett</i> . (12.05)	I	3/3, G	1.1.	2 m 2 P-B-S	1580 577	Aug	85 V.85	Hall, Russell & Co Aberdeen	F; <i>hél</i> ; 6 comp; <i>spard</i> ; (WB); car. 8.06.	75.20 216-9	10.58 34-9	6.77 22-2	.....	London	Alx. 2.07																
+	21	KENNEBEC, <i>Seibert</i> . (5.01) ELECTR.	I	—	—	2 m 1 P-B	2183 1913	Amr	01	Jenks Shipbuilding Co Port-Huron	A; <i>hél</i> ; 4 comp; (WB. cell.); 1 p. A; car. 8.04; rp. 07.	74.18 243-5	13.15 43-2	7.32 24-0	.....	Marquette	Bost. 3.07																
+	22	KENNERMERLAND, . . . . . ELECTR. Ferry-Boat. (6.01)	I P. B.	—	—	2 m	464	P B	01	Maatschappij « de Maas » Rotterdam	A; <i>aubes</i> ; 5 comp; 1 p. A.	37.00 121-5	9.00 29-6	4.15 13-8	.....	Velsen	Rd. 01																
+	23	KENSINGTON, . . . . . (9.03) ELECTR.	I	3/3, Lakes	1.1.	2 m 1 P-B	3763 3130	Amr	03	Craig Shipb. Co Toledo	A; <i>hél</i> ; 4 comp; (WB. cell.).	109.63 360-0	15.24 50-0	7.01 23-0	.....	Bay-City	Civ. 03																
+	24	KENTUCKY, <i>Andresen</i> . ELECTR. (8.07)	I	3/3, L	1.1.	Glt 3 P H	3622 2351 2577	Dan	97 V.07	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 7 comp; <i>awningd</i> ; R. 23m17; (WB. 631 t; C. V. 58 t; C. R. 83 t); 2 p. F; 1 p. P; rp-car. 8.07.	100.38 328-2	13.78 45-0	7.32 24-0	.....	Copenhagen	Cph. 8.07																

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	Horse power nominal indicated	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
					NUMBER	DIAMETERS							Diamet.   Length	NUMBER	grate surface in sq. meters in sq. feet								
																IN CENTIMETERS IN INCHES			IN METERS IN FEET AND INCHES	grate surface in sq. meters in sq. feet			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
13	Cie Russe de Navigation et de Commerce	✠	Tr. Exp. (10.03)	3	42 - 66 - 105 16.5 - 26 - 41.5	75 29.5	750 125	Sté John Cockerill Seraing 1903	.....	✠	2 C	3.40 11-2	3.05 10-0	4	7.80 84	227 2441	11.5 165 6-85	Sté John Cockerill Seraing 1903	Av. 03				
14	Angfartygs Aktiebolaget « Karin » (A. Andersson)	✠	Tr. Exp. (8.05)	3	38 - 58 - 97 15 - 23 - 38 PS. c. 8.05	56 22	500 104	Howaldtswerke Kiel 1897	Ngs. 3.06	✠	2 C	2.75 9-0	2.69 8-10	4	5.30 57	170 1835	12.5 178 125-178	Howaldtswerke Kiel 1897	Shg. 8.05 v.c. 8.05 P.C. 8.05				
15	Wasa Nordsjö Aktiebolag	.	Comp. (5.07)	2	56 - 112 22 - 44 PS. 4.04	61 24	80 320 96	Motala Werkstad Motala 1884	Stkh. 6.97	✠	1 C	3.25 10-10	2.97 9-9	1	3.50 42	114 1232	6 85 3.5-50	Bjorneborgs Mek. Werkstad Björneborg 1904	Stkh. 6.97 P.C. 6.07 v.c. 6.07				
16	Stoomvaart Maatschappij de Maas (Ph. Van Ommeren)	✠	Tr. Exp. (8.05)	3	55 - 90 - 147 22 - 35 - 58 PS n.06; v. 7.07	99 39	1250 70	North Eastern Marine Engineering Co Ltd Wallsend o/T. 1900	Card. 7.07	✠	2 C	4.11 13-6	3.20 10-6	6	9.29 100	335 3600	11.2 160 5.6-80	North Eastern Marine Engineering Co Ltd Wallsend o/T. 1900	Rd. 6.06 v.c. 8.05 P.C. 8.05				
17	Rederi Bolaget « Solid » (Fr. Möller)	.	Comp. (5.06)	2	32 - 72 12.7 - 28.2 PS. 5.06	49 19.3	45 160	Göteborgs Mek. At. Göteborg 1872	Stkh. 4.07	.	1 C	2.60 8-5	2.60 8-5	2	2.52 25	4.57 65	Göteborgs Mek. At. Göteborg 1883	Stkh. 4.07 P.C. 4.07 v.c. 5.06					
18	Rotterdamsche Lloyd (W. Ruys & Zonen)	✠	Triple (9.07)	3	72 - 125 - 208 28.5 - 48 - 82	152 60	3600 70	Koninklijke Mijde Scheide Flessingue 1907	Rd. 9.07	✠	2 CD 2 C	3.96 13-0	19-1 3.50 11-6	18	25.62 254	943 10138	14 200	Koninklijke Mijde Scheide Flessingue 1907	Rd. 9.07				
19	Rotterdamsche Lloyd (W. Ruys & Zonen)	✠	Tr. Exp. (4.06)	3	59 - 94 - 160 23 - 37 - 63 PS. 7.05	107 42	1600 76	Blom & Voss Hamburg 1901	Rd. 4.06	✠	2 C	4.50 14-9	3.76 12-4	6	10.22 110	420 4508	12.9 184 13-184	Blohm & Voss Hamburg 1901	Rd. 4.06 P.C. 4.06 v.c. 4.06				
20	Khedivial Mail S. S. & Graving Dock Co Ltd	.	Triple (12.05)	3	48 - 76 - 127 19 30 50 PS. 12.05	91 36	170 1020 65	Hall, Russell & Co Aberdeen 1885	Alx. 11.06	.	2 C	4.00 13-1	2.90 9-6	6	12.00 129	180 1936	10.5 150 3.1-45	Hall, Russell & Co Aberdeen 1885	Alx. 11.06 P.C. 11.06 v.c. 12.05				
21	Chesbrough Bros.	✠	Tr. Exp. (5.01)	3	44 - 71 - 119 17.5 - 28 - 47 PS. 8.04	102 40	900 80	Jenks Shipbuilding Co Port-Huron 1901	Best. 8.05	✠	2 C	3.66 12-0	3.50 11-6	4	8.37 90	311 3346	12.7 180	Jenks Shipbuilding Co Port-Huron 1901	Clv. 01				
22	Gouvernement Hollandais	✠	2 diag (6.01)	4	44 - 90 17.5 35.5	95 37.5	400 40	Maatschappij de Maas Rotterdam 1901	.....	✠	2 C	2.75 9-0	2.81 9-2	4	5.60 60	144 1548	8.3 120	Maatschappij de Maas Rotterdam 1901	Rd. 01				
23	Kensington Transit Co	✠	Tr. Exp. (9.03)	3	51 - 83 - 131 20 - 32.5 - 55	102 40	1200 90	Craig Shipb. Co Toledo 1903	.....	✠	2 C	3.81 12-6	3.66 12-0	4	8.93 96	254 3851	12.6 180	Lake Erie Boiler Works Buffalo 1903	Clv. 03				
24	Det Forenede Dampskibs-Selskab	✠	Tr. Exp. (8.07)	3	61 - 102 - 163 20-40-64 PS. 8.07	107 42	280 1290 70	Burmeister & Wain Copenhagen 1897	Cph. 8.07	✠	2 C	4.65 15-3	3.20 10-5	6	11.70 126	393 4234	12.30 175	Burmeister & Wain Copenhagen 1897	Cph. 8.07 P.C. 8.07 v.c. 8.07				

## KIN

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	ORDRE	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME							T.	R.				U.	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
✝	25	KEONG-WAI, Möller- mann. (10.99)	I	—	—	Glt 2 P-A	1777 1115 1638	Alm	95 V.99	The Fairfield Ship- building & Engin- eering Co Ld Glasgow	A; hél; 6 comp; shaded; G. 12m80; R. R. 11m20; R. 6m70; R. A. 4m27; (WB. 310 t; C. A. 33 t; C. R. 14 t.); 2 p. A; car. 7.02.	88.08 289-0	11.52 37-10	6.60 21-7	==	Bremen	H-K. 02			
✝	26	KEPLER (ex-Maas), Öd- man. (3.06)	I	3/3,G A.&C.P.	1.1.	Glt 2 P	492 340 430	Sds	86 V.06	Georg Howaldt Kiel	F; hél; 5 comp; R. 12m50; G. 6m; (WB. E. & B. 50 t.; WT. 91 t.); 1 p. F; 1 p. P; rp. 06; car. 8.07.	53.0 174-0	7.6 24-9	4.12 13-6	.....	Gothembourg	Got. 8.07			
✝	27	KERBEDZ, ..... (8.98) Drague. ELECTR.	I	—	—	i m	360	Rss	98	Worf Conrad Haarlem	A; hél; 8 comp; p. A.	42.00 137-10	7.50 24-7	3.50 11-6	.....	St-Peters- bourg	Am. 98			
.	28	KER-BIHAN, Hougard. Chalutier. (8.04)	I	3/3,G A.&C.P.	1.1.	Kt	194 8 187	Frq	02 V.04	J. Duthie & Sons Aberdeen	A; hél; 4 comp; (WB. C. 15 t.); rp. car. 8.07.	32.29 106-0	6.30 20-8	3.32 10-11	.....	Lorient	Nt. 8.07			
✝	29	KER-HINO, Caradec. Chalutier. (6.06)	I	3/3,G A.&C.P.	1.1.	Kff 1 P-B	132 43 122	Frq	98 V.06	Lobnitz & Co Ld Renfrew	A; hél; 6 comp; p. PP; rp-car. 6.07.	30.57 100-4	6.13 20-1	3.06 10-0	.....	Lorient	Nt. 6.07			
✝	30	KER-NEVEL, Valée. Chalutier. 01-06 (11.06)	I	3/3,G A.&C.P.	1.1.	Kt	192 58 182	Frq	06	Hall, Russell & Co Ld Aberdeen	A; hél; 4 comp; (WB. T. 23 t; C. V. 23 t.); 1 p. PP.	34.22 112-4	6.45 21-2	3.36 11-0	.....	Lorient	Glsq. 11.06			
✝	31	KERSONES, Luppian. (8.03)	I	3/3,G A.&C.P.	1.1.	2 m	989 687 836	Rss	03	Société J. Cockerill Anvers	A; hél; 7 comp; 1/2 D. 12m76; R. 12m18; 1/2 G. 8m33; (WB. cell. 184 t.).	67.08 220-0	11.29 37-0	3.96 12-10	26 1/2 28 30	Odessa	Av. .03			
✝	32	KHARKI, Mc Laren. Hopper Barge. (4.00)	I	—	—	Chl	333 165 317	Aug	00	W. Simons & Co Ld Renfrew	A; hél; 5 comp; (WB. C. A. 22 t.); p. PP; car. 4.02.	42.36 139-0	8.54 28-0	2.92 9-7	.....	Glasgow	Glsq. 02			
✝	33	KHMER, Coquin. (2.05)	I	3/3,P A.&C.P.	1.1.	2 m 2 P-A	313 158 313	Frq	05	Dubigeon Nantes	A; hél; 5 comp; Shadedeck; R. 7m42 & 2m15; car. 4.07.	48.36 158-8	7.11 23-4	2.54 8-4	.....	Saigon	Saig. 4.07			
✝	34	KIEW, Jörgensen. (4.04)	I	3/3,G A.&C.P.	1.1.	2 m 2 P	1115 690 796	Dan	81 V.04	Burmeister & Wain Copenhague	A; hél; 6 comp; welldeck; D. 44m56; R. 10m33; G. 8m23; (WT. 250 t; C. A. 16 t; C. A. 35 t.); rp-car. 11.06.	73.60 241-0	8.40 27-0	4.49 14-9	.....	Copenhague	Cph. 11.06			
.	35	KILIKIA (ex-Elisa-Anna), Marroleon. (1.02)	II	—	—	G 3m 2 P-B-II	1435 782	Grq	64 H102	J. Horn Waterford	F; hél; 6 comp; awningd; R. A. 2m13; R. A. 2m61; 1 p. F; 1 p. b. 90; grp. 94; rp-car. 12.02	74.90 246-0	8.70 28-6	5.19 17-0	.....	Pirée	Lvn. 03			
✝	36	KINAU, Freeman. (11.02) ELECTR.	I	3/3,G A.&C.P.	1.1.	Glt 2 P-II	975 773	Amr	83 V.02	W. Cramp & Sons Philadelphie	F; hél; 5 comp; awningd; (R. 222 t.); 2 p. P; rp. 04; car. 4.07.	59.43 195-0	10.0 33-0	4.88 16-0	.....	Honolulu	Hnl. 4.07			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES		
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale des pistons cent. pouces	Force indiquée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE		SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE	surf. de chauffe en m <sup>2</sup> carr. en pieds carr.	surf. de chauffe en m <sup>2</sup> carr. en pieds carr.	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS			
						DIAMÈTRES	COURSE								Diamèt.	Long.						EN MÉTRES EN PIEDS ET POUÇES		LIEU & ANNÉE de CONSTRUCTION	
																									EN CENTIMÈTRES EN POUÇES
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
25	Norddeutscher Lloyd	✠	Tr. Exp. (5.99)	3	56 - 91 - 145 22 - 36 - 57	107 42	250 1300 86	The Fairfield Ship- bg & Eng. Co Ld Glasgow 1895	.....	✠	2 C	4.11 13-6	2.94 9-8	6 112.5		11.2 160	The Fairfield Ship- bg & Eng. Co Ld Glasgow 1895	H-K. 99 v.c.99							
26	Anglartys Aktiebolag « Frigga » (E. J. Odenius)	✠	Comp. (3.06)	2	42 - 95 16.5 - 37.3 PS. 8.07	68.5 27	75 300 85	Gebr. Howaldt Kiel 1886	Got. 8.07	✠	2 C	2.23 7-4	2.89 9-6	2 32	113 1209	7 100	B. Wencke Söhne Hamburg 1896	Got. 3.07 v.c.3.06							
27	Chemins de fer Wladi- Caucase	✠	Comp. (8.98)	3	33 - 53 13 - 21	18 45	90 150 150	Gebr. Stork & Co Hengelo 1898	.....	✠	2 C	2.60 8-6	5.25 17-3	4 90	260 2800	7 100	Gebr. Stork & Co Hengelo 1898	Am. 98							
28	St <sup>e</sup> des Chalutiers de l'Ouest (St-Nazaire)	.	Tr. Exp. (7.04)	2	30 - 50 - 81 12 - 19.5 - 32 PS. 3.06	56 22	85 340 110	W. Lidgerwood Coatbridge 1902	Nt. 8.07	.	1 C	3.35 11-0	3.05 10-0	2 38-0	3.54 1022	95 171	Abernaty Aberdeen 1902	Nt. 8.07 v.c.04							
29	St <sup>e</sup> des Chalutiers de l'Ouest (St-Nazaire)	✠	Comp. (6.03)	2	36 - 81 14 - 32 PS. 6.06	53 21	47 260 127	Lohnitz & Co Ld Renfrew 1899	Nt. 6.07	✠	1 C	3.12 10-3	2.74 9-0	2 31	69.39 747	10.5 150	Lohnitz & Co Ld Renfrew 1899	Nt. 6.07 v.c.6.06							
30	St <sup>e</sup> des Chalutiers de l'Ouest (St-Nazaire)	✠	Triple (11.06)	3	30 - 51 - 86 12 - 20 - 34	58 23	71 380 107	Hall, Russell & Co Ld Aberdeen 1906	Gls. 11.06	✠	1 C	3.66 12-0	3.05 10-0	2 35	3.25 1246	116 180	Hall, Russell & Co Ld Aberdeen 1906	Gls. 11.06							
31	Cie Russe de Navigation & de Commerce	✠	Tr. Exp. (8.03)	3	42 - 66 - 105 16.5 - 26 - 41.5	75 29.5		Société J. Cockerill Seraing 1903	.....	✠	2 C	3.40 11-5	3.05 10-0	4 84	7.80 2441	227 164 6-85	Société J. Cockerill Seraing 1903	Av. 03							
32	Wm Brown	✠	Comp. (4.00)	2	42 - 84 16.5 - 33	73 21	45 300 140	Wm Simons & Co Ld Renfrew 1900	.....	✠	1 C	3.20 10-6	2.89 9-6	2 36	3.34 794	74 120	Wm Simons & Co Ld Renfrew 1900	Gls. 02							
33	Messageries Fluviales de Cochinchine	✠	Tr. Exp. (2.05)	3	30 - 50 - 80 12 - 20 - 31.5 PS. n. 4.07	52 20.5	110 440 160	E. Brissonneau & C. Lotz Nantes 1905	Saig. 4.07	✠	1 C	3.35 11-0	2.97 9-9	2 44	4.02 1247	116 164	E. Brissonneau & C. Lotz Nantes 1905	Saig. 4.07							
34	Det Forenede Damp- skibs-Selskab.	.	Comp. tand. (4.04)	1	61 - 122 24 - 48 PS. 11.06	81 32	217 750	Burmeister & Wain Copenhagen 1881	Gph. 11.06	.	2 C	3.66 12-0	3.08 10-1	4 84	7.82 —	5.3 75	Burmeister & Wain Copenhagen 1881	Gph. 11.06 p.c.11.06 v.c.04							
35	G. B. Mavroleon	.	Comp. (1.02)	2	76 - 142 30 - 56 PS. 1.03	91.4 36	160 600 70	J. Jones Waterford 1874	.....	.	2 C	3.53 11-7	3.25 10-8	6 118	11.00 2968	276 75	Forges & Chantiers de la Méditerranée Marseille 1890	Lvn. 03 v.c.03							
36	Inter Island Steam Na- vigation Co	.	Comp. (11.02)	2	61 - 112 24 - 44 PS. 2.04	91.4 36	650 86	W. Cramp & Sons Philadelphie 1883	Hnl. 04	.	2 C	3.42 11-3	3.20 10-6	4 67	6.23 2480	231 90 6.3-90	Union Iron Works San-Francisco 1902	Hnl. 04 v.c.02 p.c.04							



## KOM

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS				LENGTH IN FEET & INCHES 13 14 15	BREADTH IN METERS 16 17 18	DEPTH IN METERS 19 20 21	PORT OF REGISTRY		LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T. R. U.	12				13	14	15	16				17	18	
	DATE OF TERM																				
	1	2	3																		
✠	37	KINDERDIJK, <i>Stephan.</i> (12.04)	I	3/3, L	1.1.	2 m	2180 1375 1984	P-B	00 V.04	J. Smit Cn Alblasserdam	A; <i>hél</i> ; 5 comp; D. 6m10; R. 20m12; G. 9m75; (WB. cell. 590 t.; C. R.); 1 p. A; rp. 07; car. 6.07.	89.30 293-0	13.03 42-9	6.86 22-6	44 47 49	Rotterdam	Rd. 6.07				
✠	38	KIRUNA, <i>Lundmark.</i> ELECTR. 82-05 (6.05) Turret.	I	3/3, L	1.1.	2 m	1922 1168 1591	Sds	05	W. Duxford & Sons Ld Sunderland	A; <i>hél</i> ; 6 comp; D. 6m30; G. 9m57; (WB. cell. 531 t.; cale 913 t.; C. R. 13 t.; 1 p. A; rp-car. 4.07.	85.45 280-4	11.75 38-7	5.79 19-0	106 $\frac{3}{4}$ 109 $\frac{1}{2}$ 111 $\frac{1}{2}$	Stockholm	N-C. 4.07				
✠	39	KJÖBENHAVN, <i>Jørgensen.</i> ELECTR. (9.95) Railway Ferry.	I	—	—	—	1091 425 1013	Dan	95	Burmeister & Wain Copenhagen	A; <i>aub</i> ; 5 comp; 1 p. A.	83.53 274-1	10.36 34-0	4.65 15-3	.....	Copenhagen	Cph. 95				
.	40	KLAMPER, <i>Vermeulen.</i> Remorqueur. (10.05)	II	3/3, I	1.1.	1 m	70 35 70	Blg	69 V.05	Christie & Nolet Delfshaven	F; <i>hél</i> ; 3 comp; p.S; grp.96; car. 10.05.	20.0 65-8	4.6 15-0	2.72 9-0	.....	Anvers	Av. 10.05				
✠	41	KLIPPAN, <i>Björnström.</i> (9.07)	I	3/3, G	1.1.	2 m	531 320 377	Sds	07	GoteborgsNyaWerk- stad Gothembourg	A; <i>hél</i> ; 4 comp; D. 14m50; G. 7m; (WB. 175 t.; C. R. 21 t.; C.N. 30 t.).	49.25 161-7	8.30 27-3	4.15 13-8	.....	Gothembourg	Got. 9.07				
✠	42	KNIPPLA, <i>Högdahl.</i> (9.06)	I	3/3, G	1.1.	2 m	521 332 375	Sds	06	Lindholmens Mek. Werkstad Gothembourg	A; <i>hél</i> ; 4 comp; D. 14m40; G. 7m; (WT. 160 t.; C.R. 18 t.; C.N. 22 t.; 1 p. A; rp. 07; car. 7.07.	48.77 160-0	8.16 26-9	4.19 13-9	15 $\frac{1}{2}$ 17 $\frac{1}{2}$ 19 $\frac{1}{2}$	Gothembourg	Glsg. 7.07				
✠	43	KOEKELBERG, <i>Seghers.</i> Remorqueur. (5.05)	I	3/3, I	1.1.	1 m bsc	49 2043 1292 1622	Blg	99 V.05	Sté An. des Ateliers. Forges & Aciéries Bruges	A-F; 4 comp; 1 p. F; car. 5.05.	19.80 65-0	4.30 14-1	2.25 7-9	.....	Bruxelles	Av. 5.05				
✠	44	KOH-SI-CHANG ( <i>ex-Sirius</i> ), ..... (1.99)	I	—	—	Glt 2 P-S	206 105 167	Alm	94 V.99	Flensburger Schiffs- bau-Gesellschaft Flensburg	A; <i>hél</i> ; 6 comp; spard; D. 51m20; G. 8m44; (WB. cell. 350 t.); 1 p. A; 1 p. S; grp.99; car. 7.02.	78.87 258-9	11.59 38-0	7.08 23-3	.....	Bremen	H-K. 02				
✠	45	KOLA, <i>Ruhen.</i> (4.96)	I	—	—	Slp	206 105 167	Rss	96	Wm Dobson & Co Walker o/T.	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 11m81; G. 7m45; (WB. C. N. 41 t.); 1 p. A.	35.04 115-0	6.43 21-1	2.72 8-11	.....	Archangel	N-C. 96				
✠	46	KOLGA, <i>Söderlund</i> (3.07)	I	3/3, G	1.1.	Glt	374 249 272	Sds	91 V.07	O. A. Brodin Gefle	A; <i>hél</i> ; 6 comp; $\frac{1}{2}$ D. 14m; R. 10m; G. 4m50; (WT. M. 45 t.; CA. 15 t.; C. R. 2 t.); $\frac{1}{2}$ p. A; grp. SS.93; rp.03; car. 7.05.	42.3 138-8	7.4 24-4	3.35 11-0	.....	Stockholm	Stkh. 3.07				
✠	47	KÖLN, <i>Köhler.</i> (10.02)	I	—	—	Glt 2 P	692 425 617	Alm	99 V.02	Bremer Vulcan Vegesack	A; <i>hél</i> ; 6 comp; R. 14m; (WB. A. 26 t.; R. 61 t.); rp-car. 10.02.	51.85 170-0	8.23 27-0	5.04 16-6	.....	Bremen	Rstk. 02				
✠	48	KOMET, <i>Gerlach.</i> (8.97)	I	—	—	Glt 1 P-B	609 359 460	Alm	81 V.97	F. Schichau Elbing	F; <i>hél</i> ; 7 comp; D. 30m; G. 6m; R. 3m50; (WT. cale A. 130 t.; R. 10 t.); p.P; rp-car. 12.98.	54.83 180-1	7.64 25-2	4.32 11-2	.....	Königsberg	N-C. 00				

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES								SPECIAL SURVEY	BOILERS								LAST SURVEY												
		DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY		DESCRIPTION	SHELL		FURNACES		heating surface in sq. feet	PRESSURE Main Boiler, Donkey Boiler	MAKERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY OF BOILERS											
				DIAMETERS — IN CENTIMETERS IN INCHES	23							24	25	26	27						28	29	30	31	32	33	34	35	36	37	38
19	20	1	22	3	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38												
37 Solleveld, van der Meer & van Hattum	✠	Tr. Exp. (11.04)	3	57-93-152 23-36-60 P.S.n. 6.07	99 39	1150 60		Blair & Co (Ld) Stockton o/Tees 1900	Rd. 6.07	✠	2 C	4.34 14-3	3.05 10-0	6	8.91 96	420 4533	11.2 160	Blair & Co (Ld) Stockton o/Tees 1900	Rd. 11.07 P.C. 12.06 v.c. 04												
38 Trafikaktiebolaget Grangesberg (P. Tham)	✠	Tr. Exp. (6.05)	3	53-89-145 21-35-57	99 39	215 950 64		W. Doxford & Sons Ld Sunderland 1905	N-C. 6.05	✠	2 C	4.10 13-6	3.20 10-6	4	7.24 78	320 3449	11.2 160 6.3-90	W. Doxford & Sons Ld Sunderland 1905	N-C. 6.05												
39 Indenrigsministeriet «De Danske Statsbaner»	✠	Comp. (9.95)	4	86-158 34-62	137 54	350 2000 40		Burmeister & Wain Copenhagen 1895	.....	✠	4 C	3.90 12-10	3.05 10-0	12	17.65 190	530 5704	6.33 90	Burmeister & Wain Copenhagen 1895	Cph. 95												
40 Société anonyme de Remorquage à hélice	.	Comp. (10.05)	2	31-64 12.2-25.2 P.S. 10.04	35 13.7	26 80		De Ville-Chatel Bruxelles 1885	Av. 10.05	.	1 C	2.33 7-8	2.80 9-3	1	1.66 18	54 580	6 85	Fumière-Verset Forchies-la-Marche 1895	Av. 10.05 v.c. 10.05												
41 Ångfartygs Aktiebolaget «Commerce» (W. Lundqvist)	✠	Triple (9.07)	3	36-57-95 14-22.5-37	60 23.5	325 100		Göteborgs Nya Werkstad Göteborg 1907	Got. 9.07	✠	1 C	3.35 11-0	2.76 9-1	2	2.79 30	91 980	12.6 180 6.3-90	Göteborgs Nya Werkstad Göteborg 1907	Got. 9.07												
42 Ångfartygs Aktiebolaget «Commerce» (V. Lundqvist)	✠	Triple (9.06)	3	33-56-93 13-22-36.5	58 22.5	340 100		Lindholmens Mek. Werkstad Göteborg 1906	Got. 9.06	✠	1 C	3.28 10-9	2.74 9-0	2	2.79 30	91 980	12.6 180	Lindholmens Mek. Werkstad Göteborg 1906	Got. 9.06												
43 Soc. an. du Canal & des Installations Maritimes	✠	Comp. (5.05)	2	25-45 10-18 P.S.n. 5.05	30 12	25 100 160		Sté anonyme Mar- cinelle & Couillet Couillet 1899	Av. 5.05	✠	1 C	2.20 7-3	2.80 9-2	1	1.57 17	50 538	9.5 135	A. F. Smulders & Co Grace-Berleur 1899	Av. 5.05 v.c. 5.05												
44 Norddeutscher Lloyd	✠	Tr. Exp. (1.99)	3	53.5-89-142 21-35-56	99 39	900 94		FlensburgerSchiffs- bau-Gesellschaft Flensburg 1894	.....	✠	2 C	4.04 13-3	2.95 9-8	6	7.90 85	334 3538	11.6 165 6.3-90	FlensburgerSchiffs- bau-Gesellschaft Flensburg 1894	Cph. 00 v.c. 99												
45 Archangel Mourman Steam Navigation Co	✠	Comp. (4.96)	2	43-18 17-32	51 20	40 200 125		WallsendSlipway & Eng. Co Ld Newcastle o/T 1896	.....	✠	1 C	3.13 10-3	3.05 10-0	2	2.97 32	88 951	7 100	WallsendSlipway & Eng. Co Ld Newcastle o/T 1896	N-C. 96												
46 Ångfartygs Aktiebolaget «Södra Sverige» (J. Settervall)	.	Tr. Exp. (3.07)	3	27-46-77 10.7-18-30.2 P.S.n. 3.03; v. 7.05	53 21	60 140 110		Robert Sjöström Gefle 1891	Stkh. 3.07	.	1 C	2.82 9-3	2.64 8-8	2	2.32 25	67 720	11.2 160	J. & C. J. Bolinder Stockholm 1890	Stkh. 3.07 v.c. 3.07												
47 Dampfschiffahrts Gesellschaft «Argo»	✠	Tr. Exp. (10.02)	3	34-55-88 13.4-21.7-34.7 P.S.n. 10.02	60 23.6	380 115		Bremer Vulcan Vegesack 1899	.....	✠	1 C	3.44 11-4	2.87 9-5	2	3.60 39	115 1237	12 170 7-100	Bremer Vulcan Vegesack 1899	Rstk. 02 v.c. 02												
48 Königsberger Dampfer-Compagnie	✠	Comp. (8.97)	2	52-105 20.5-41.3	55 21.6	75 300		F. Schichau Elbing 1881	.....	✠	2 C	2.44 8-0	2.54 8-4	4	3.36 36	125 1344	7 100	Union Giesserei Königsberg 1894	Kngb. 01 v.c. 97												

## KOT

KOT		NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATERIAUX PROPULSEUR			PORT			LIEU		
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME			NOMBRE DE PONTS			T. R. U.		ANNÉE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS			EN METRES EN PIEDS & POUCES			D'ARMEMENT			VISITE	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23		
✠	49	KONG-HAAGON, <i>Moller.</i> ELECTR. (8.06)	I	3/3,G	1.1.	2 m 2 P-H	1761 871 1013	Dan	06	Burmeister & Wain Copenhague	A; hél; 6 comp; awningd; (W3. cell. 331 t; C. R. 14 t; C. N. 17 t.); 1 p. A; 1 p. T.	83.20 273-0	11.63 38-2	6.91 22-8	20 22 1/2 24 1/2	Copenhague	Cph.8.06							
✠	50	KONG-HELGE (ex-Svionia). <i>Jensen.</i> (2.06) 99 - 06	I	3/3,A	1.1.	2 m 2 P-S	883 533 872	Dan	84 V.06	Cie Vulcan Stettin	A; hél; 6 comp; spard; R. 2m70; (W3. 220 t.); 1 p. A; 1 p. P; rp. 06; car. 5.07.	60.22 197-7	8.23 27-0	6.45 21-2	.....	Copenhague	Cph.5.07							
.	51	KONG-TRIGVE, <i>Jensen.</i> (4.04)	I	3/3,G	1.1.	2 m 2 P-H	691 432 684	Dan	90 V.04	Wood Skinner & Co Newcastle o/Tyne	A; hél; 5 comp; awning-deck; (W3. 107 t.); car. 4.06; rp. 06.	51.82 170-0	8.38 27-6	5.94 19-6	.....	Copenhague	Cph.5.06							
✠	52	KÖNIGSBERG, <i>Blauert.</i> (8.94)	I	—	—	Glt 1 P-B	959 593 741	Alm	81 V.94	Möller & Holberg Stettin	F; hél; 6 comp; D. 36m; G. 9m; (WT. cale. N. 275 t; C. N. & R. 45 t.); 1 p. F. rp. 96; car. 3.97.	65.59 215-2	8.78 28-8	4.28 14-0	.....	Stettin	Stt. 97							
.	53	KONUNG-OSCAR, <i>Pauls-</i> ELECTR. son. (7.04)	III	3/3,P	1.1.	2 m 2 P-A	753 566	Sds	75 re.04	Bergsunds Mek. Verkstad Stockholm 1904	F-A; hél; 6 comp; shelterd. (W3. R. 50 t.); alg. 04.	55.77 182-8	7.65 25-1	3.76 12-4	.....	Stockholm	Stkh. 04							
✠	54	KOREA, <i>Seabury.</i> (3.06) ELECTR.	I	3/3,L	1.1.	2 m 4 P-B-A	11276 5651	Amr	02 V.06	Shipbuilding & Dry- Dock Co Newport-News	A; 2 hél; 11 comp; D. 28m; R. 74m67; G. 21m95; (W3. cell. 2124 t. cale 526 t.; C. N. 225 t; C. R. 271 t.); 3 p. A; 1 p. b; car. 3.06.	168.12 551-7	19.25 63-2	11.58 38-0	.....	New-York	S-F. 3.06							
.	55	KORRIGAN, . . . . (12.02) Yacht.	12	3/3,Y	1.1.	1 m	24	Frq	02	F. Luce Petit-Gennevilliers	C-T; ch. cv; sfb; hél.	15.00 49-3	2.50 8-2	1.80 5-11	.....	Paris	Par. 02							
.	56	KOSSEIR (ex-Vassilefs- Gheorghios), <i>Vatsaxis.</i> ELECTR. (9.05)	I	3/3,G	1.1.	2 m 2 P-B-S	1855 1013 1630	Ang	84 V.05	Sir James Laing Sunderland	F; hél; 5 comp; spard; R. 32m70; G. 8m40; W3. N. R. 146 t.); car. 8.07.	84.25 276-5	11.07 36-4	5.23 17-2	.....	Londres	Alx. 8.07							
✠	57	KOSTER, <i>Noorman.</i> 97 - 04 (4.04)	I	3/3,G	1.1.	2 m	491 326 361	Sds	04	Lindholmens Mek. Verkstad Gothembourg	A; hél; 4 comp; D. 17m; G. 6m83; (W3. 140 t.; C. R. 14 t; C. N. 17 t.); car. 5.07.	48.77 160-0	7.90 25-11	4.27 14-0	17 19 21	Gothembourg	N-C. 5.07							
✠	58	KOTLAS, <i>Dischler.</i> (7.95)	10	—	—	Glt	162 106 131	Rss	95	P. Larsson Thorskog	A-P-C; hél; R. 5m80; G. 4m; p. P; souff. A. 7.95.	31.77 104-2	6.52 21-5	2.74 9-0	.....	Archangel	Got 95							
✠	59	KOTLINE, <i>Sparreboom.</i> ELECTR. Porteur. (8.99)	I	—	—	1 m	380	Rss	99	A. F. Smulders Rotterdam	A; hél; 10 comp.	42.00 137-10	8.50 27-11	3.50 11-6	.....	S-Petersbourg	Rd. 99							
✠	60	KOTONIA, <i>Rasmussen.</i> (8.06)	I	3/3,L	1.1.	2 m 2 P-H	2624 1688 2492	Dan	06	Helsingörs Jern- skibsyggeri Elseneur	A; hél; 5 comp; awningd; (W3. cell. 587 t.; C. R. 59 t.; C. N. 25 t.); 2 p. A; car. 4.07.	85.84 281-8	12.83 42-1	7.62 25-0	81 84 1/2 86 1/2	Copenhague	Cph.4 07							

N. B. - Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE D'AD- MISSE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE		TYPE	ENVELOPPE		FOYERS	NOMBRE	CONSTRUCTEURS		DATE D'AD- MISSE DES CHAUDIÈRES						
						DIAMÈTRES	COURSE des pistons					Diamèt.				Long.	LIEU & ANNÉE de CONSTRUCTION		LIEU & ANNÉE de CONSTRUCTION					
																				EN CENTIMÈTRES EN POUCES	en cent. pouces	EN MÈTRES EN PIEDS ET POUCES	EN MÈTRES EN PIEDS ET POUCES	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
49	Det Forenede Dampskibs Selskab.	✠	Triple (8.06)	4	68-108-2×130 25.5-42.5-2×51	107 42	483 2450 88	Burmeister & Wain Copenhagen 1906	Cph.8.06	✠	4 C	3.92 12-10	3.20 10-6	2	15 165	651 7000	14 200	Burmeister & Wain Copenhagen 1906	Cph.8.06					
50	Dampskibs-Selskabet « Thore » (Th. E. Tulenius)	✠	Comp. (2.06)	2	63-110 25-43.5	75 29.5	95 380 80	Cie Vulcan Stettin 1884	Cph.2.06	.	1 C	3.65 12-0	3.23 10-7	2	4.49 48	135 1457	6.5 93 6.5-93	Stettiner Oderwerke Stettin 1905	Cph.5.06 P.C. 2.06 v.c. 2.06					
51	Dampskibs-Selskabet « Thore » (Th. E. Tulenius)	.	Tr. Exp. (4.04)	3	39-64-104 15.5-25-41 PS.6.04	69 27	100 505 96	North Eastern Marine Eng. Co Ltd Newcastle o/T.1890	Cph.1.07	.	1 C	3.86 12-8	3.20 10-6	2	— 1521	141 160 5.6-80	11.2 160	Akers Mek. Verkstad Christiania 1901	Chrt. 04 v.c.04 P.c.04					
52	Neue Dampfer-Compagnie	.	Comp. (8.94)	2	60-120 23.6-47.2	70 27.5	400 84	Möller & Holberg Stettin 1881	.....	.	2 C	2.78 9-1	3.05 10-0	4	4.46 48	166 1786	7 100	Cie Vulcan Stettin 1895	Stt. 96 v.c.94					
53	Ångfartygs Aktiebolaget Södra Sverige (J. Setterwall)	.	Tr. Exp (7.04)	3	41-64-107 16-25-42	71 28	175 700 110	Bergsunds Mek. Verkstad Stockholm 1904	Stkh. 04	.	2 C	3.00 9-10	2.66 8-9	4	6.00 64	178 1914	11.2 160	Bergsunds Mek. Verkstad Stockholm 1904	Stkh. 04					
54	Pacific Mail Steamship Co	✠	Q.Exp. (3.06)	4	89-127-178-254 35-50-70-100 PS.3.06	168 66	18000 86	Shipbuilding & Dry Dock Co Newport-News 1902	S-F.3.06	✠	6 CD 2 C	4.88 16-0 3.18 10-5	6.17 20-3	36	100 1072	4177 44912	14 200 8.4.120	Shipbuilding & Dry Dock Co Newport-News 1902	S-F.3.06 v.c.3.06					
55	Leroy	.	moteur à pétrole	à	—	—	20 600	Forest	.....	.	.....	—	—	Motor Boat	—	—	—	.....	Par. 02					
56	Khedivial Mail S. S. & Graving dock Co Ltd	.	Comp. (9.05)	2	79-184 31-74 PS.6.06	114 45	329 1060 65	Geo. Clark Sunderland 1884	Alx.8.07	.	2 CD	3.90 12-10	4.80 15-9	2	13.60 146	566 6089	5.6 80 7-100	Geo. Clark Sunderland 1884	Alx.8.07 v.c.9.05 P.C.8.07					
57	Ångfartygs Aktiebolaget « Commerce » (V. Lundqvist)	✠	Tr. Exp. (4.04)	3	33-56-93 13-22-36.5 PS.1.06	57 22.5	300 100	Lindholmens Mek. Verkstad Göteborg 1904	Am.11.06	✠	1 C	3.15 10-4	2.75 9-0	2	2.70 29	83.60 900	12.6 180 6-85	Lindholmens Mek. Verkstad Göteborg 1904	Got. 04					
58	Olsen, Stampe & Co	✠	Comp. (7.95)	2	28-46 11-18	41 16	30 117 130	Thorskogs Mek. Verkstad Thorskog 1895	.....	✠	1 C	2.28 7-6	1.88 6-2	2	— —	— —	8.44 120	Thorskogs Mek. Verkstad Thorskog 1895	Got. 95					
59	Gouvernement Impérial de Russie	✠	Comp. (8.99)	2	38-75 15-30	40 16	50 250 140	A. F. Smulders Rotterdam 1899	.....	✠	1 C	2.90 9-6	3.20 10-6	2	3.50 38	90 968	8.25 117	A. F. Smulders Rotterdam 1899	Rd. 99					
60	Dampskibs-Selskabet « Union » (P. L. Fisker)	✠	Triple (8.06)	3	51-81-135 20-32-53 PS.4.07	91 36	192 860 78	Helsingörs Maskinbyggeri Elseneur 1906	Cph.4.07	✠	2 C	3.96 13-0	3.08 10-1	2	6.68 72	283 3040	13 180 7-100	Helsingörs Maskinbyggeri Elseneur 1906	Cph.8.06					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS				LENGTH — IN FEET & INCHES	BREADTH — IN FEET & INCHES	DEPTH — IN FEET & INCHES	FRIG — SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				PROPELLER									
	DATE OF TERM											WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS									
	1	2	3									13	14	15	16						

✠	61	KOUANG-SI, <i>Baretge.</i> <i>ELECTR.</i> 79-04 (6.04)	■	3/3, L A.&C.P.	1.1.	2 m 3 P-H	6472 4203 6056	Frq	04	Forges et Chantiers Le Havre	A; 2 <i>hél</i> ; 8 <i>comp</i> ; <i>awningd</i> ; R. <i>A.</i> 15m60; R. 37m; R. <i>A.</i> 5m30; (WB. cell. 1237 t; C. <i>A.</i> 72 t; C. <i>A.</i> 82 t.); 2 p. <i>A</i> ; 1 p. <i>T.</i>	123.03 413-5	15.13 49-8	10.58 34-9	55½ 61½	Marseille	Hv. 04
	62	KOUANGO, . . . . . (5.00)	■■■	—	—	...	—	Frq	00	Claparède frères Argenteuil	A; <i>hél</i> ; 2 <i>comp</i> .	22.00 72-2	4.00 13-1	0.95 3-1	.....	Paris 00	
✠	63	KRESSMANN, <i>Tank.</i> <i>ELECTR.</i> (9.91)	■	—	—	Glt	433 248 373	Alm	75 V.91	F. Schichau Elbing	F; <i>hél</i> ; 5 <i>comp</i> ; D. 28m87; R. 3m51; G. 9m; p. <i>P</i> ; car. 7.94.	49.28 161-7	7.54 24-7	3.90 12-8	.....	Stettin	Stt. 94
✠	64	KRONBORG, <i>Christan- Drague.</i> sen. (7.04)	■■	3/3, P A.&C.P.	1.1.	1 m	95 43 92	Dan	04	Kjöbenhavn Skibs- værft Copenhagen	A; <i>hél</i> ; 5 <i>comp</i> ; (WB; C. <i>A.</i> 6 t.); rp-car. 5.06.	25.87 84-11	5.84 19-2	2.50 8-2	.....	Copenhagen	Cph. 5.06
✠	65	KRONPRINS-FREDRIK, <i>Andresen.</i> (1.06)	■	3/3, L A.&C.P.	1.1.	Glt	1638 1032 1063	Dan	01 V.06	Hellerup Skipsværft Hellerup	A; <i>hél</i> ; 5 <i>comp</i> ; <i>awningd</i> ; 50m60; D. 4m27; ½ D. 21m34; R. 16m46; (WB. cell. 382 t; C. <i>A.</i> 35 t.); rp-car. 10.07	76.40 250-8	10.97 36-0	4.32 14-2	91 ½ 94 96	Copenhagen	Kiel 10.07
✠	66	KRONPRINS-FREDRIK, <i>ELECTR.</i> <i>Stühlmann</i> <i>Railway-Ferry.</i> (8.98)	■	—	—	Bac	414 170 392	Dan	98	Helsingors Jernskibs & Mask. Byggeri Elsinore	A; <i>aubes</i> ; 5 <i>comp</i> ; p. <i>P</i> .	53.80 176-0	7.97 26-0	3.64 12-8	.....	Elsinore	Cph. 98
✠	67	KRONPRINS-GUSTAF, <i>Le- ELECTR.</i> <i>wenhagen.</i> (7.05) <i>Trunksteamer.</i>	■	3/3, L A.&C.P.	1.1.	4 m	5403 3397	Sds	01 V.05	Howaldtswerke Kiel	A; <i>hél</i> ; 8 <i>comp</i> ; D. 9m; R. 27m50; G. 11m50; (WB. cell.); 1 p. <i>A</i> ; rp-car. 9.07.	123.55 405-5	15.96 52-5	7.04 23-2	52 56 ½	Stockholm	Rd. 9.07
✠	68	KRONPRINSESSE-LOUISE, <i>Nielsen.</i> (10.06)	■	3/3, L A.&C.P.	1.1.	2 m 2 P-A	1843 1162 1152	Dan	02 V.06	Hellerup Jernskibs- byggeri Hellerup	A; <i>hél</i> ; 5 <i>comp</i> ; <i>part A</i> <i>awningd</i> ; 63m10; ½ D. 14m63; R. 16m40; (WB. cell. 406 t; C. <i>A.</i> 26 t.); rp-car. 10.06.	81.00 265-7	11.32 37-2	5.15 16-11	87½ 90 2	Copenhagen	Cph. 10.06
✠	69	KROSFOND, . . . . . (3/3, G. 1.1.) (3.99)	14	...	..	Glt 1 P-B	592 358 478	Nrw	99	J. Hauge Lervig	P-PP-C; ch-frg; ( <i>sal</i> ); <i>hél</i> ; 3 <i>comp</i> ; sfb; <i>sif. pr.</i> frg.	50.20 165-0	7.50 24-7	5.02 16-3	.....	Stavanger	Chrt. 99
✠	70	KULLEN, <i>Andren.</i> (3.05)	■■■	3/3, G	1.1.	G 3 m 1 P-B	385 297	Sds	71 V.05	J. Keiller Gothembourg	F; <i>hél</i> ; 5 <i>comp</i> ; p. <i>P</i> ; grp. 00; rp-07; car. 4.07.	44.5 146-0	7.4 24-3	4.80 15-8	.....	Kristinehamn	Got. 4.07
✠	71	KUREREN (ex-Edda), <i>Han- sen.</i> (12.05)	■	3/3, P	1.1.	Glt	507 278 326	Dan	93 V.05	Burmeister & Wain Copenhagen	A; <i>aub</i> ; 4 <i>comp</i> ; D. 38m10; G. 11m88; p. <i>P</i> ; rp. 06; car. 5.07.	60.90 200-0	7.50 24-5	3.42 11-4	.....	Kallundborg	Cph. 5.07
✠	72	KURGAN, <i>Attemann.</i> <i>ELECTR.</i> 97-03 (5.07)	■	3/3, I A.&C.P.	1.1.	2 m 3 P-H	2387 1147 2101	Rss	03 V.07	The Caledon Shipb. & Eng. Co (Ld) Dundee	A; <i>hél</i> ; 6 <i>comp</i> ; <i>awningd</i> ; ½ G. 10m30; (WB cell. 358 t; C. <i>A.</i> 25 t; C. <i>A.</i> 7 t.); 1 p. <i>A</i> ; ½ p. <i>P</i> ; 1 p. <i>PP</i> ; grp-car. 5.07.	88.39 290-0	12.19 40-0	7.90 25-9	18½ 22 24	Windau	Ld. 5.07

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	SHELL		Furnaces		heating surface in sq. feet	PRESSURE Main Boiler, Donkey Boiler	MAKERS — PORT AND DATE of CONSTRUCTION		
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Diamet.	Length	NUMBER	grate surface in sq. meters in sq. feet					
																			IN METERS IN FEET AND INCHES
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
61	Messageries Maritimes	✠	Tr. Exp. (6.04)	6	55 - 84 - 122 25 - 33 - 52	90 35.5	3000 100	Forges et Chantiers Le Havre 1904	Hv. 04	✠	4 C	4.50 14-9	3.00 9-10	12	24 258	836 8989	12 171	Forges et Chantiers Le Havre 1904	Hv. 04
62	Société du Kouango Ri- ve Droite (Paris).	.	Comp. (5.00)	2			60 300	Claparède frères Argenteuil 1900	.....	.	1 C type Bigot			..				Claparède frères Argenteuil 1900	Paris 00
63	Franz Gribel	.	Comp. (9.91)	2	48 - 105 19 - 41.3	55 21.6	300	F. Schichau Elbing 1875	.....	.	1 C	3.10 10-2	2.90 9-5	2	3.00 32		6.5 92	Compagnie Vulcan Stettin 1885	Stt. 94 v.c.91
64	Aktie-Selskabet « Kron- borg »	✠	Comp. (7.04)	2	27 - 51 10.5 - 20 PS. 7.05	36 14	120 140	Kjøbenhavns Skibs- værft Copenhagen 1904	Cph. 7.05	✠	1 C	2.28 7-6	2.35 7-9	1	1.40 15	38 410	8.4 120	Kjøbenhavns Skibs- værft Copenhagen 1904	Cph. 04
65	Dampskibs-Selskabet « Nordsöen » (Alfred Christensen)	✠	Tr. Exp. (1.06)	3	46 - 74 - 122 18 - 29 - 48 PS. 7.07	84 33	625 75	Dansk. Maskinfab- rik Hellerup 1901	Cph. 7.07	✠	2 C	3.20 10-6	3.20 10-6	4	4.83 52	232 2498	11.5 165	Kjøbenhavns Fly- dedok Copenhagen 1901	Hsh. 1.06 v.c.1.06
66	Indenrigsministeriet « De Danske Statsbaner »	✠	Comp. (8.98)	2	73.7 - 137 29 - 54	114 45	500 37	Helsingörs Maskin- byggeri Elseneur 1898	.....	✠	2 C	2.97 9-8	3.29 10-9	4	5.60 60	192 2070	5.62 80	Helsingörs Maskin- byggeri Elseneur 1898	Cph. 98
67	Rederi Aktiebolaget « Nordstjernen » (Axel Johnson)	✠	Tr. Exp. (7.05)	3	67 - 108 - 175 26.5 - 42.5 - 69 PS. 9.07	103 43	1950 70	Howaldtswerke Kiel 1901	N-C. 5.06	✠	4 C	3.92 12-10	3.02 9-11	12	21.96 236	722 7760	12.5 177	Howaldtswerke Kiel 1901	Rd. 9.07 v.c.7.05
68	Dampskibs-Selskabet « Urania » (Alfred Christensen & Co)	✠	Tr. Exp. (10.06)	3	46 - 74 - 123 18 - 29 - 48 PS. n.03; v. 4.06	84 33	161 700 87	Dansk Maskinfab- rik Hellerup 1902	Cph. 10.06	✠	2 C	3.66 12-0	3.20 10-6	4	5.10 55	263 2830	11.6 165	Dansk Maskinfab- rik Hellerup 1902	Cph. 10.06 v.c.10.06
69	Sigval Bergesen m. fl.	.	Tr. Exp. (3.99)	3	30 - 51 - 81 12 - 20 - 32	69 27	420 100	Akers. Mek. Vaerk- sted. Christiania 1899	.....	.	1 C	3.42 11-3	2.90 9-10	2	3.17 34	104 1119	12.6 180 5.6-80	Akers Mek. Vaerk- sted Christiania 1899	Chrt. 99
70	Ångfartygs Aktiebolaget « Ferm » (A. Broström)	.	Comp. (3.05)	2	39.5 - 62 15.6 - 24.4 PS. 4.07	44 17.3	45 200	Thorskog Mekan. Werkstad. Thorskog 1890	Got. 4.07	.	1 C	2.60 8-5	2.60 8-5	2	1.92 20		9.10 130 7-100	Thorskog Mekanis- ka Werkstad. Thorskog 1890	Got. 4.07 v.c.3.05 v.c.3.05
71	Det Forenede Damp- skibs-Selskab	✠	Comp Osc (12.05)	4	65 - 147 26.5 - 58	122 48	380 1200 40	Burmeister & Wain Copenhagen 1893	Cph. 12.05	✠	2 C	4.11 13-5	3.10 10-2	6	10.87 117	320 3441	5.97 85	Burmeister & Wain Copenhagen 1893	Cph. 5.07 v.c.12.05
72	Handelshaus Gebr. Lass- mann (Moscow)	✠	Tr. Exp. (5.07)	3	55 - 91 - 157 21.5 - 36 - 62 PS. n.5.07	114 45	187 2200 87	The Caledon Ship- build. & Eng. Co Ltd Dundee 1903	Ld. 5.07	✠	2 C	4.95 16-3	3.51 12-6	8	13.2 143	521 5614	14 200	The Caledon Ship- build. & Eng. Co Ltd Dundee 1903	Ld. 5.07 v.c.5.07

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SURVEILLANCE SPÉCIALE			NAVIRES & CAPITAINES			CLASSIFICATION			GRÉEMENT		TONNAGE		PAVILLON		ANNÉE DE LA CONSTRUCTION		CONSTRUCTEURS		MATÉRIAUX PROPULSEUR		LONGUEUR		LARGEUR		CRUX		FRANC BORD ETÉ HIVER H.A.N. en pouces		PORT D'ARMEMENT		LIEU et DATE de la DERNIÈRE VISITE	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL			DATE DU TERME						NOMBRE DE PONTS		T. R. U.						PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES EN PIEDS & POUCES		EN MÈTRES EN PIEDS & POUCES		en pouces		17		18			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18															
✠	73	KURLAND, Budig. (3.98)	■	—	—	Glt 1 P-B	512 287 358	Alm	80 V.98	Möller & Holberg Stettin	F; hél; 6 comp; D. 31m; G. 12m20; R. R. 2m; (WT. 3m40, 50 t; WB. A. 4m80; 13 t; R. 3m, 3 t.); p. P; car. 4.01.	53.39 175-2	7.18 23-6	4.04 13-3	.....	Stettin	Stt 01															
.	74	KURLAND (ex-Ocean-King), Lind. (3.04) 88 - 98	■	3/3, G	1.1.	Glt 1 P-B	886 590 783	Rss	63 V.04	W. Pile & Co Sunderland	F; hél; 5 comp; D. 9m75; R. 12m19; G. 5m18. (WB. R. 82 t; C. A. 30 t; C. R. 20 t.); 1 p. F. alg. 81; rp. 05; car. 8.07.	70.71 232-0	8.99 29-6	5 05 16-7	.....	Windau	Kiel 8.07															
✠	75	KURT, Stötzel. (6.98) ELECTR.	■	—	—	2 m	627 347 527	Arg	98	J.C.Tecklenborg A.G. Geestemünde	A; 2 hél; 5 comp; R. 18m; G. 6m70; 1 p. A; 1 p. PP; rp-car. 10.01.	62.25 204-3	9.83 32-3	3.20 10-6	.....	Buenos-Ayres	B-A. 02															

ARMATEURS		SUIVE CLASSE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	CYLINDRES		COURSE des pistons cent. POUCHES	Force nominale l'ind. née Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SUIVE CLASSE SPECIALE	TYPE	ENVELOPPE		FOYERS		CONSTRUCTEURS							
					DIAMÈTRES EN CENTIMÈTRES EN POUCES	ENVOI							Diamèt. Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE sur grille en m <sup>2</sup> carr. en p <sup>2</sup> carr.	sur, de chauffe en m <sup>2</sup> carr. en p <sup>2</sup> carr.		PRESSION Cl. aud. princ. Cl. aud. auxil.						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
73	Kurland Dampfschiffs- Actien-Gesellschaft (E. Haubuss).	•	Comp. (3.98)	2	45-90 17.7-35.4	50 19.6	240	Möller & Holberg Stettin 1880	.....	✠	1 C	3.05 10-0	2.74 9-0	2	2.61 28	97 1037	5.5 78 5-71	Möller & Holberg Stettin 1892	Sitt. 99 v.c.98					
74	Max Reincke	•	Comp. (1.05)	2	63.5-122 25-48 PS.n.8.07	76 30	400 70	Stewart & Co Blackwall 1881	Kiel 8.07	✠	1 C	3.92 12-10	3.20 10-6	3	4.65 50	179 1930	6.3 90 6.3-90	Vesuv Libau 1901	Kiel 8.07 v. c.1.05 p.c.1.05					
75	N. Mihanovich & Co	✠	Tr.Exp. (6.98)	6	26-42-68 10.2-16.6-26.8	48 18	460 140	J. C. Tecklenborg A. G. Geestemünde 1898	.....	✠	2 C	2.64 8-8	2.81 9-3	4	4.40 47	130 1399	12 170	J. C. Tecklenborg A. G. Geestemünde 1898	B-A. 00					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS				LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				PROPELLER									
	DATE OF TERM						U.					WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS									
	1	2	3				4	5				6	7	8	9	10	11	12	13	14	15
+	1	L. C. SMITH, . . . . (6.02) ELECTR.	I	—	—	2 m 1 P-B	4744 4439	Amr	02	W. Bay-City Ship- building Co Bay-City	A; hél; 4 comp; D; G; (WB. cell.).	126.18 414-0	15.24 50-0	8.64 29-0	.....	Oswego	Civ. 03				
+	2	L. P. HOLMBLAD, . . . . (7.93)	I P.R.	—	—	G 2m 2 P	2134 1350 1559	Dan	93	Lobnitz & Co Renfrew	A; hél; 7 comp; welded; ½ D. 32m; D. 8m53; R. 36m; G. 9m14; (WB. cell. 520 t; C.A. 20 t; C.N. 57 t.); 1 p. A; 1 p. PP; rp-car. 3.95.	86.71 284-6	11.61 38-1	5.49 18-0	==	Copenhagen	Chrt. 93				
.	3	L'ALSACE (ex-J. Leyman), Sourage. (3.03) Chalutier.	I	3/3,P	1.1.	Kt	191 41 150	Frç	96 V.03	Mackie & Thomson Govan	A; hél; 5 comp; ½ D. 5m79; p.PP; rp. car. 3.03.	33.28 109-2	6.43 21-1	3.39 11-2	.....	Boulogne s/Mer	Hv. 03				
+	4	L'EMIR, Franceschi. (12.02)	I	3/3,L	1.1.	Glt 3 P-S	1291 811 1399	Frç	82 V.03	W. Richardson Low-Walker	A; hél; 5 comp; spard; R. 19m50; (WB. scale A. 50 t; R. 100 t; rp. 04; car. 11.07.	75.60 248-1	9.80 32-2	7.16 23-6	.....	Marseille	Mrs. 11.07				
+	5	L'HÉHAULT, Gonfard. ELECTR. 97-06 (12.06)	I	3/3,L	1.1.	2 m 3 P-S	2298 1368 1973	Frç	06	Chantiers de Pro- vence Port-de-Bouc	A; hél; 7 comp; spard; D. 13m; R. 19m50 & 5m50; G. 11m; (WB. cell. 335 t; C.A. 18 t.); 3 p. A; car. 10.07.	84.83 278-4	11.93 39-2	7.59 24-10	60 63½ 65½	Marseille	Mrs. 10.07				
+	6	L'UNION, Le Guellec. (11.03)	I	3/3,P	1.1.	Glt A.&C.P.	85 13 112	Frç	96 V.03	A. Blasse Nantes	A; hél; 5 comp; ½ D. 5 m; G. 5m40; R.M. 4m10; R. 3m; (WB. C. A. 4 t.); p. PP; rp-car. 11.03.	30.26 99-3	6.10 20-0	2.47 8-2	....	Belle-Ile	Nt. 03				
+	7	L'UNION-II, Bouché. (8.97)	II	—	—	Glt	102 19 86	Frç	97	John Jones & Sons Liverpool	A; hél; 5 comp; G. 3m81; (WB. C. A. 6 t.); p. PP; rp-car. 8.99.	28.06 92-1	5.48 18-0	2-57 8-6	==	Belle-Ile	Nt. * 99				
+	8	L'UNION-III, Gallen. (7.98)	I	—	—	Glt	155 56 118	Frç	98	A. Blasse Nantes	A; hél; 6 comp; R. 9m80; G. 6 m. (WB. C. A. 18 t.).	30.12 98-10	6.10 20-0	2.57 8-5	.....	Belle-Ile	Nt. 98				
.	9	LA-BAUDROIE (ex-Mary- Stuart), Cantagrel. Chalutier. (4.06)	I	3/3,P	1.1	2m	165 48 152	Frç	93 V.06	A. Hall & Co Aberdeen	A; hél; 5 comp; ½ D. 6m30; 1 p. F; car. 10.06.	31.85 104-6	6.31 20-8	3.61 11-10	.....	Le Havre	Hv. 10.06				
+	10	LA-BRETAGNE, Verlynde. ELECTR. — - 06 (2.05)	II	3/3,L	1.1.	4 m 3 P-B	6756 3100 6015	Frç	86 V.05	Cie Gle Transatlan- tique St-Nazaire	A; hél; 13 comp; R. A. R. 7m; D. 18m; R. 73m; R.A. 5m; G. 27m50; (WB. cell. 707 t.); 3 p. A; rp. 04; car. 7.07.	150.4 493-5	15.8 52-0	10.28 33-9	.....	Le Havre	Hv. 7.07				
+	11	LA-CAMPINE, Oortgiese. ELECTR. (8.05) Petrol. in bulk.	II	3/3,L	1.1	G 3m 2 P-T	2595 2141 2485	P-B	90 V.05	PalmersShipbuilding & Iron Co Jarrow	A-F; hél; 11 comp; R. A. R. 10m51; R. A. 5m79; G. 5m18; (WT. scale A. 210t; WB. E.&B. 70t; C.A. 23 t); 2 p. F; rp. 05; car. 3.07.	94.49 310-0	11.93 39-2	8.03 26-4	75 79 81	Rotterdam	Av. 3.07				
+	12	LA-CANCHE, Fourny. ELECTR. (7.07) Chalutier.	I	3/3,P	1.1.	Kt A.&C.P.	152 18 110	Frç	98 V.07	Cochrane & Cooper Beverley	F; hél; 5 comp; ½ D. 5m66; ½ G. 5m79; car. 7.07.	29.50 96-10	6.30 20-8	3.81 12-6	.....	Treport	Blg. 7.07				

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES	IN CENTIMETERS IN INCHES						Diamet.   Length — IN METERS IN FEET AND INCHES						NUMBER				
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
1	United States Transportation Co	✠	Tr. Exp. (6.02)	3	56-89-147 22-35-58	107 42	1600 85	Detroit Shipbuilding Co Detroit 1901	.....	✠	2 C	4.00 13-2	3.50 11-6	4	8.18 88	399 4292	12 170	Detroit Shipbuilding Co Detroit 1902	Clv. 02			
2	Det Forenede Dampskibs-Selskab	✠	Tr. Exp. (6.93)	3	48-81-130 19-32-51	99 39	162 900	Lobnitz & Co Renfrew 1893	.....	✠	2 C	4.03 13-3	3.05 10-0	6	10.03 108	255 2744	11.2 160	Lobnitz & Co Renfrew 1893	Gls. 93			
3	P. Altazin-Fourny & Co	.	Tr. Exp. (3.03)	3	32-51-83 12.5-20-32.5 PS. n. 3.03	61 24	60 110	Muir & Houston Glasgow 1896	.....	.	1 CT	3.50 11-6	2.90 9-6	2	2.88 31	102 1100	11.5 165	Muir & Houston Glasgow 1896	Hv. 03 v.c.03			
4	Compagnie de Navigation Mixte (F. Touache & Co)	✠	Comp. (2.03)	2	86-103 34-64 PS. n. 07	107 42	250 1000 72	W. Richardson Low-Walker 1882	Mrs. 11.07	✠	2 C	4.27 14-0	3.20 10-6	6	11.70 126	354 3806	5.25 75	Prudhon & Co Marseille 1895	Mrs. 3.06 v.c.03			
5	Compagnie Générale Transatlantique (à Paris)	✠	Triple (12.06)	3	58-92-150 23-36-59	110 43.5	350 1400 80	Ateliers de Provence Marseille 1906	Mrs. 12.06	✠	2 C	4.20 13-9	3.38 11-1	6	9.00 97	360 3875	12.5 178 12.5-178	Ateliers de Provence Marseille 1906	Mrs. 12.06			
6	Compagnie Maritime « L'Union Belloise »	✠	Comp. (11.03)	2	41-71 16-28	45 18	60 240 150	A. Maucour Nantes 1896	.....	✠	1 C	3.00 9-10	3.00 9-10	2	3.54 38	100 1072	7 100	A. Blasse Chantenay 1896	Nt. 03 v.c.03			
7	Compagnie Maritime « L'Union Belloise »	✠	Comp. (8.97)	2	36-79 14-31	51 20	75 350 144	John Jones & Sons Liverpool 1897	.....	✠	1 C	3.05 10-0	3.00 9-10	2	3.16 34	96 1032	8.77 125	John Jones & Sons Liverpool 1897	Lvp. 97			
8	Compagnie Maritime « L'Union Belloise »	✠	Comp. (8.98)	2	41-72 16.2-28.4	45 17.7	85 340 170	A. Maucour Nantes 1898	.....	✠	1 C	3.10 10-2	3.10 10-2	2	3.92 42	115 1236	7.5 107	A. Blasse Chantenay 1898	Nt. 98			
9	Ed. Huber	.	Comp. (4.06)	2	43-86 17-34 PS. n. 04; v. 10.03 1 x 112 - 2 x 125	61 24	300 115	A. Hall & Co Aberdeen 1893	Hv. 10.06	.	1 C	3.65 12-0	3.10 10-2	2	3.35 36	116 1247	7 100	A. Hall & Co Aberdeen 1893	Dp. 12.06 v.c. 4.06			
10	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. tand. (2.05)	6	1 x 44 - 2 x 49 1 x 170 - 2 x 190 1 x 67 - 2 x 75 PS. 3.04	170 67	2000 8000 60	Compagnie Générale Transatlantique St-Nazaire 1886 modifiée 1895	Hv. 7.07	✠	12 C	4.65 15-3	2.90 9-6	36	78 839	2080 22365	10 147 4-57	Compagnie Générale Transatlantique St-Nazaire 1895	Hv. 7.07 v.c. 2.05			
11	American Petroleum Co	✠	Tr. Exp. (8.05)	3	56-89-147 22-35-58 PS. 3.07	107 42	1100 70	Palmer's Shipbuilding & Iron Co Ltd Newcastle-on-T. 1890	Av. 3.07	✠	2 C	4.20 13-10	3.20 10-6	6	9.20 99	361 3884	10.5 150 7-100	Palmer's Shipbuilding & Iron Co Ltd Newcastle-on-T. 1890	Av. 7.05 p.c. 3.07 v.c. 7.05			
12	Lucien Calamel	✠	Tr. Exp. (7.07)	3	28-43-71 11-17-28 PS. 7.07	53 21	42 250 110	Amos & Smith Hull 1898	Blg. 7.07	✠	1 C	3.05 10-0	2.90 9-6	2	2.45 27	68.74 740	11.95 170	Amos & Smith Hull 1898	Blg. 7.07 v.c.03			

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N°	NAVIRES & CAPITAINES	CLASSIFICATION	ARMEMENT	TONNAGE	PAVILLON	CONSTRUCTEURS	MATERIAUX PROPULSEUR	LONGUEUR	LARGEUR	CUBES	PORT	LIEU et DATE de la DERNIERE VISITE					
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL												D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE			
	DATE DU TERME														D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE	
																	D'ARMEMENT
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
+	13 LA-CHAMPAGNE, <i>Ducau</i> . ELECTR. (11.05)	① 3/3, L 1.1.	Glt 3 P-B	6724 6616	Frq V.06	86 V.06	Cie Gle Transatlan- tique St-Nazaire	A; hél: 13 comp; R. R. 7m; D. 18m; R. 73m; R. A. 5m; G. 27m50; (WB. cell 707 t.; 3 p. A; rp-car. 12.06.	150.4 493-5	15.8 52-0	10.28 33-9	.....	St-Nazaire	Nt. 12.0			
+	14 LA-CHAMPAGNE, <i>Bruchet</i> . Chalutier. (1.02)	① — —	Kt	265 219	Frq V.06	03 V.06	Cook, Welton & Gemmel Hull	A; hél: 4 comp; (WB. cale 27 t.); 1 p. PP; rp-car. 1.04.	47.38 122-7	6.93 22-9	3.66 12-0	.....	Boulogne s/Mer	Hv. 04			
+	15 LA-CHARENTE, ..... Remorqueur. (7.98)	① — —	1 m	35	Frq	95	Satre fils aîné & Co Lyon	F; hél: 5 comp.	17.40 55-1	3 96 12-10	1.85 6-1	.....	Rochefort	Lyon 98			
.	16 LA-FAMIGLIA, <i>Lacava</i> . (1.02)	13-4 — —	Glt	29 18	Itl	78 0.02	Lerice	C-Ht-PP: ch. m-frg; hél; d. ft-m. 5.01; ½ p. n. 61.	6 70 67-11	4.05 13-4	1.75 5-9	.....	Messine	Mss. 02			
+	17 LA-FLANDRE, <i>Evrard</i> . Chalutier. (6.02)	① — —	Kt	263 80	Frq	92	Cook, Welton & Gemmel Hull	A; hél: 4 comp; (WB. cale 27 t.); 1 p. PP.	18 10 45 6	6 70 22-0	3 66 12-0	.....	Boulogne s/Mer	Hull 02			
+	18 LA-FLANDRE, <i>Claudé</i> . ELECTR. (10.07) Petrol. in bulk.	① 3/3, L 1.1.	G 3 m 3 P-T	2047 1978 1966	P-B V.07	88 V.07	Sir W.G. Armstrong, Mitchell & Co Low-Walker	A-F; hél: 13 comp; R. 4m88; R. R. 10 t; G. 10m56; (WB. E. & B. 120 t; WT. cale A. 295 t; C. M. 120 t.); 1 p. A; 1 p. PP; rp-car. 10.07.	82.3 270-0	11.5 37-8	7.85 25-9	.....	Rotterdam	Av. 10.07			
+	19 LA-FOI, <i>Catiepolt</i> . (10.04) Chalutier.	① 3/3, G 1.1. A.&C.P.	3 m	122 8	Frq	60 V.04	Sté de Constructions Boulogne	A; hél: 6 comp; rp-car. 5.06.	25.92 8-1	6.03 19-9	4.27 10-9	.....	Dieppe	Dp. 1.07			
.	20 LA-FRANCE (ex-Colin- Houston), <i>Papin</i> . (6.07) Chalutier.	① 3/3, P 1.1.	Kt	164 48 127	Frq	84 V.07	Mackie & Thomson Govan	A-F; hél: 5 comp; ½ D. 5m18; ½ G. 5m57; PP rp-car. 5.07	32.19 102-8	6.25 20 7	3.36 11-0	.....	Boulogne s/Mer	Big. 6.07			
+	21 LA-GARONNE, <i>Jasseau</i> . ELECTR. (7.06)	① 3/3, L 1.1. A.&C.P.	3 m 2 P	2610 1632	Frq	80 V.06	Chantiers de l'Atlan- tique Rouen	A; hél: 6 comp; D. 6m50; R. 21m50; G. 12m; (WB. cell.); rp-car. 7.07.	93.05 265-4	12 20 46 6	6 86 21 6	67½ 70½ 72½	St-Nazaire	Nt. 7.07			
+	22 LA-GASCOGNE, <i>Tournier</i> . ELECTR. (11.02)	① 3/3, L 1.1.	Glt 3 P-B	7090 450 6263	Frq	86 V.06	Forges & Chantiers La Seyne	A-F; hél: 12 comp; D. 16m70; R. R. 5m57; R. 25 t; A. 5m50; G. 27m50; WB. cale 111 t.; 3 p. A; 3 p. PP; rp-car. 8.07	150.7 494-5	15 9 52 4	10.51 34-6	.....	Le Havre	Hv. 8.07			
.	23 LA-GAULE (ex-Anchinterel), <i>Le Roch</i> . (10.06)	① 3/3, L 1.1.	G 3 m 2 P-B-S	1478 55 1362	Frq	80 V.06	Hall Russell & Co A. 11m58; R. A. 3m90; R. R. 5m18; (WB. cale M. 139 t. cale R. 116 t.); 2 p. F; grp. 93; rp-car. 10.06.	F; hél: 5 comp; ½ D. 2m19; G. 9m75; R. 11m58; R. A. 3m90; R. R. 5m18; (WB. cale M. 139 t. cale R. 116 t.); 2 p. F; grp. 93; rp-car. 10.06.	79.25 269 6	10 42 34-3	7.57 24 11	.....	Marseille	Mrs. 10.06			
+	24 LA-GUARDIA, <i>Furio</i> . (5.06)	① 3/3, L 1.1.	3 m 1 P-B	530 4	Frq	61 V.06	Compañia Trasatlan- tica Cadix	A; hél: 6 comp; R. 10m20; G. 6m80; (WB. 179 t.); p. A; rp-car. 5.06.	51.20 168-0	7 70 25-3	4 18 14-9	25 27 28	Cadix	Brc. 2.07			

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SOURCE CLASSE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	FORCE NOMINALE l'arbre à vis NOMBRE de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. princ. Chaud. ébull.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION				
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN CENTIMÈTRES EN POUCES							Diamet.   Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	sur grille en nat. carr. en pouce carr.			surf. de chauffe en mètres carrés en pieds carrés			
																					31	32	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
13	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. tand. (11.05)	6	1 x 112 - 2 x 125 1 x 44 - 2 x 49 1 x 170 - 2 x 190 1 x 67 - 2 x 75 PS n. 11.05	170 67	2000 8000 60	Compagnie Générale Transatlantique St-Nazaire 1886 modifiée 1896	Nt. 12.06	✠	12 C	4.65 15-3	2.90 9-6	36	78 839	2080 22366	10 147 4-51	Compagnie Générale Transatlantique St-Nazaire 1896	Nt. 12.06 p.c. 12.06 v.c. 11.05				
14	P. Altazin-Fourny & Co	✠	Tr. Exp. (1.02)	3	32 - 56 - 91 12.7 - 22 - 36	61 24	480 101	Findall, Earle & Hutchinson Hull 1902	.....	✠	1 C	3.80 12-6	3.20 10-6	3	4.27 46	121 1300	14 200	Findall, Earle & Hutchinson Hull 1902	Hull 02				
15	Administration des Ponts & Chaussées	✠	Comp. (7.98)	6	26 - 45 10 - 18	28 11	—	Satre fils aîné & Co Lyon 1898	.....	✠	1 C	2.00 6-7	2.60 8-6	1	1.35 14	44 473	—	Bonnet & Spazin Lyon 1898	Lyon 98				
16	F. Lacava (Lipari)	•	Comp. (1.02)	2	21 - 38 8 - 15 PS. 1.02	20 8	80	Gravero Gênes 1880	.....	•	1 C	1.30 4-3	2.10 6-11	1	—	—	5.67 81	Panzer Messine 1897	Mss. 02 v.c. 02				
17	P. Altazin-Fourny & Co	✠	Tr. Exp. (6.02)	3	32 - 56 - 91 12.7 - 22 - 36	61 24	480 106	Findall, Earle & Hutchinson Hull 1902	.....	✠	1 C	3.80 12-6	3.20 10-6	3	4.27 46	121 1300	14 200	Findall, Earle & Hutchinson Hull 1902	Hull 02				
18	American Petroleum Co	✠	Tr. Exp. (10.07)	3	51 - 86 - 140 20 - 34 - 55 PS. 9.07	91.4 36	200 900 80	Wallsend Slipway & Eng. Co Ltd Newcastle o/T 1888	Av. 10.07	✠	2 C	3.94 12-9	3.10 10-0	6	7.89 85	272 2926	11.2 160	Wallsend Slipway & Eng. Co Ltd Newcastle o/T 1888	Av. 10.07 p.c. 10.07 v.c. 10.07				
19	Labbey	✠	Tr. Exp. (10.04)	3	25 - 40 - 66 10 - 16 - 26 PS. 10.04	51 20	62 250 120	Société de Construc- tions Boulogne 1900	Hv. 3.07	✠	1 C	2.84 9-4	2.97 9-9	2	2.32 25	—	12 168	Renaux & fils Rouen 1900	Hv. 3.07				
20	Poret Lobet & Cie	•	Comp. (6.07)	2	35.5 - 84 14 - 33 PS. n. 06	51 20	50 102	Muir & Houston Glasgow 1894	Blg. 6.07	•	1 C	3.20 10-6	2.75 9-0	2	2.88 31	65 700	9.11 130	Muir & Houston Glasgow 1894	Blg. 6.07 v.c. 6.07				
21	Compagnie Générale Transatlantique (à Paris)	✠	Triple (7.06)	3	58 - 91 - 150 23 - 36 - 59	107 42	1400 80	Chantiers de l'At- lantique St-Nazaire 1906	Nt. 7.07	✠	2 C	4.10 13-6	3.20 10-6	6	8.40 90	350 3763	12.6 180 12.6-180	Chantiers de l'At- lantique St-Nazaire 1906	Nt. 7.07 p.c. 7.07				
22	Compagnie Générale Transatlantique (à Paris)	✠	Qu. Exp. (11.02)	6	3 x 112 - 3 x 203 3 x 44 - 3 x 80 PS. 6.05	170 67	2000 8000 60	Forges & Chantiers Marseille 1886 transf. 1894	Hv. 8.07	✠	12 C	4.06 13-4	2.90 9-6	36	78.19 841	2153 23172	11 157 4-57	Cie Gle Transatlan- tique St-Nazaire 1894	Hv. 8.07 v.c. 02				
23	Cie de Navigation Ma- rocaïne & Arménienne (N. Paquet & Co).	✠	Comp. (10.06)	2	79 - 152 31 - 60 PS. 4.06	91.4 36	160 640 70	Hall Russell & Co Aberdeen 1880	Mrs 4.06	✠	2 C	4.00 13-1	3.00 9-8	6	9.30 103	290 3122	5.5 77 4.5-64	Forges et Chantiers Marseille 1893	Mrs 10.06 p.c. 10.06 v.c. 10.06				
24	Candiera Herms	✠	Tr. Exp. (5.06)	3	28 - 46 - 75 11 - 18 - 29.5 PS. 5.06	61 24	375 120	Akers Mek. Werk- stad Christiania 1900	Brc. 2.07	✠	1 C	3.12 10-3	2.82 9-3	2	3.07 33	95.50 1028	11.6 165 5.6-80	Akers Mek. Werk- stad Christiania 1900	Brc. 2.07 p.c. 5.06 v.c. 5.06				



N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in feet, in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY					
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES							Diameter, Length — IN METERS IN FEET AND INCHES	NUMBER	IN sq. meters in sq. feet	IN sq. feet								
																				37	38			
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18					
25	American Petroleum Co	✠	Tr. Exp. (7.05)	3	55 - 89 - 145 21.6 - 35 - 57 PS.n.02;v.5.07	99 39	250 1200 85	Wallsend Slipway & Engs Co Newcastle o/T.1888	Av. 5.07	✠	2 C	4.34 14-3	3.20 10-6	6 110	10.23 4100	11.2 7-100	Wallsend Slipway & Engs Co Newcastle o/T.1892	Av. 7.05 v.c. 7.05						
26	Sté des pêcheries du Pas- de-Calais (Somet & Co)	✠	Comp. (7.98)	2	40.5 - 81 16 - 32	56 22	70 272 118	C. D. Holmes & Co Hull 1894	.....	✠	1 C	3.12 10-3	2.82 9-3	2 27	2.51 110	7.73 110	C. D. Holmes & Co Hull 1894	Hull 98 v.c. 98						
27	Cie Nantaise de Naviga- tion à Vapeur	✠	2Tr.Exp. (6.06)	6	56 - 89 - 150 22 - 35 - 59 PS. 7.04	99 39	2500 80	Caillard & Co Le Havre 1902	Nt. 7.07	✠	4 C	4.87 16-0	3.26 10-8	12 280	26 8344	12.6 180 8-114	Caillard & Co Le Havre 1902	Nt. 7.07 p.c. 7.07 v.c. 6.06						
28	Sté Française Industrielle d'Extrême-Orient	✠	2 Comp. (3.05) pr l'appareil de dragage	4	35 - 64 14 - 25	38 15	75 300 155	Ateliers de la Loire Nantes 1905	Saig. 8.05	✠	2 C	2.36 7-9	3.20 10-6	1 54	5.03 1419	132 114	8 114	Ateliers de la Loire Nantes 1905	Saig. 8.05					
29	Compagnie Générale Transatlantique (à Paris)	✠	2Tr.Exp. (9.04)	6	110 - 174 - 204 43.5-68.5-80.5 PS. 2.06	170 67	5500 22000 90	Cie Gle Transatlan- tique St-Nazaire 1900	Hv. 7.07	✠	16 C	5.20 17-1	3.30 10-10	64 1226	114 45527	4234 170 11-157	12 170 11-157	Cie Gle Transatlan- tique St-Nazaire 1900	Hv. 7.07 v.c. 04					
30	P. Altazin-Fourny & Co	✠	Tr. Exp. (5.04)	3	33 - 53 - 86 13 - 21 - 34 PS. 5.04	61 24	60 360 100	G. T. Grey Holborn Eng. Works South-Shields 1898	Hv. 04	✠	1 C	3.50 11-6	2.90 9-6	3 43	4.00 1156	107 170	12 170	J. T. Eltringham & Co South-Shields 1898	Hv. 04 v.c. 04					
31	Duhameaux-Prevost	✠	Comp. (3.01)	2	36 - 81 14 - 32	53 21	41 250 120	Lobnitz & Co Renfrew 1898	.....	✠	1 C	3.12 10-3	2.74 9-0	2 31	2.91 747	69 150	10.5 150	Lobnitz & Co Renfrew 1898	Glsq. 98					
32	Chevillotte Frères	✠	Tr. Exp. (7.06)	3	51 - 81 - 135 20 - 32 - 53 PS.n.03;v.7.06	91.4 36	200 800 70	R. & W. Hawthorn, Leslie & Co Newcastle o/T. 1887	Av. 7.06	✠	2 C	3.66 12-0	3.11 10-3	6 97	9.01 97	10.5 150 7-100	10.5 150 7-100	R. & W. Hawthorn, Leslie & Co Newcastle o/T.1887	Av. 7.06 p.c. 10.06 v.c. 7.06					
33	Fougerolle Frères & J. Groselier	✠	Tr. Exp. (9.05)	3	26 - 42 - 68 10-16.5-27	44 17	250 160	L. Smit & Zoon Kinderdijk 1905	Rd. 9.05	✠	2 C	2.70 8-10	3.00 9-10	4 54	5.00 1290	120 178	12.5 178	L. Smit & Zoon Kinderdijk 1905	Rd. 9.05					
34	Fougerolle Frères & J. Groselier	✠	Tr. Exp. (7.03)	3	26 - 40 - 70 10 - 16 - 27.5	55 22	250 150	L. Smit & Zoon Kinderdijk 1903	.....	✠	1 C	3.20 10-6	3.10 10-2	2 34	3.20 1075	100 157	11 157	L. Smit & Zoon Kinderdijk 1903	Rd. 03					
35	Compagnie Générale Transatlantique (à Paris)	✠	2Tr.Exp. (2.06)	6	80 - 128 - 210 31.5-50.3-83.7 PS. 3.05	134 52.7	1950 7800 90	Cie Générale Trans- atlantique St-Nazaire 1893	Nt. 5.07	✠	8 C	4.50 14-9	3.15 10-4	24 435	40.46 17065	1587 157	11 157	Ateliers de Penhoët St-Nazaire 1903	Nt. 5.07 p.c. 5.07 v.c. 2.06					
36	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (11.06)	6	43.3 - 2 x 51 136 - 2 x 190 53.5 - 2 x 75 PS. 11.06	67 27	1700 6800 60	Barrow Shipbuild- ing Co Barrow 1883 transformée 1894	Nt. 11.06	✠	4 S 4 D	4.20 13-9	9-6 5.65	36 736	68.40 18613	1731 160 4.2-60	11.2 160 4.2-60	Cie Gle Transatlan- tique St-Nazaire 1894	Nt. 11.06 p.c. 11.06 v.c. 11.06					

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC BORD HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU ou DATE de la DERNIÈRE VISITE										
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					T.	R.																				
	DATE DU TERME																										
	1	2	3															4	5	6	7	8	9	10	11	12	13
✠	37	LA-NOUVELLE, .....	(4.99) (3/3, P. 1.1.)	13	...	...	—	92	0	Frç	99	Satre fils aîné & Co Arles	C-PP; ch.m-frg; d.ft-m 4.99.	28.00	6.24	2.20	.....	.....	Mrs. 99								
		Drague.						89	89					91-10	20-6	7-3											
✠	38	LA-PROVENCE, <i>Alix.</i>	(3.06)	①	3/3, L	1.1.	2 m	13752	3833	Frç	06	Chantiers de Penhoët St-Nazaire	A; 2 hél; 18 comp; D. 25m20; R. 120m40; G. 31m64; (WB. cell. 1818 t.); 3 p. A; car. 2.07	183.58	19.80	11.67	147 1/2	Le Havre	Hv. 2.07								
		ELECTR.			A.&C.P.		3 P-B	10526						602-6	65-0	38-4	155										
✠	39	LA-PROVENCE, <i>Ecrard.</i>	(12.06)	①	3/3, G	1.1.	2 m	384	127	Frç	06	Chantiers de France Dunkerque	A; hél; 6 comp; 1/2 D. 25m40; (WB. 55 t.); grp-car. 4.07.	46.30	7.37	4.00	.....	Boulogne- s/Mer	Hull 4.07								
		ELECTR. Chalutier.			A.&C.P.			327						151-11	24-6	13-1											
✠	40	LA-PUISSANTE, <i>Ruhe.</i>	(8.00)	①	—	—	Chl	1824	1214	Frç	00	W. Simons & Co (Ld) Renfrew	A; 2 hél; 9 comp; R. R. 2m84; G. 6m23; (WB. C.A. 180 t.; cale M.244); 1 p. A; 1 p. b.	81.08	14.32	5.56	.....	Port-Saïd	Glsg. 00								
		ELECTR. Drague.					2 P	1756						266-0	47-6	18-4											
✠	41	LA-RANCE, <i>Guinaman.</i>	(9.06)	①	3/3, L	1.1.	2 m	2610	1592	Frç	06	Chantiers de l'Atlan- tique Rouen	A; hél; 6 comp; D. 6m50; R. 21m50; G. 12m; (WB. cell.); rp-car. 5.07.	93-05	12-20	6-80	.....	Saint-Nazaire	Nt. 5.07								
		ELECTR.			A.&C.P.		2 P							300-4	40-0	22-0											
✠	42	LA-ROCHELLE, <i>Bily.</i>	(11.04)	①	3/3, L	1.1.	Gl	1360	825	Frç	83	Palmer & Co Jarrow o/Tyne	F; hél; 5 comp; D. 8m50; R. A. 10m97; G. 8m80; 1 p. F; (WB. cell. 489 t; C. R. 28 t.); car. 5.06.	75-88	11-46	5-28	32	La Rochelle	Card. 5.06								
							1 P-B	1179		V.05				249-0	37-7	17-4	34 1/2										
✠	43	LA-ROCHELLE, <i>Bonjour.</i>	(9.06)	①	3/3, A	1.1.	2 m	844	328	Frç	06	Chantiers de France Dunkerque	A; hél; 5 comp; D. 6m; R. 16m70; G. 9m20; (WB. cell. 110 t; C. A. 10 t.); rp-car. 7.07.	57.63	9-20	4-01	.....	Saint-Nazaire	Nt. 7.07								
		ELECTR.			A.&C.P.			673						189-1	30-4	17-2											
✠	44	LA-SAVOIE, <i>Poirot.</i>	(3.06)	①	3/3, L	1.1.	2 m	11168	4529	Frç	01	Chantiers et Ateliers de St-Nazaire	A; 2 hél; 18 comp; D. 16m; R. 115m40; G. 28m; (WB. cell. 1253 t.); 3 p. A; car. 4.07.	171.76	18.29	10.91	.....	Le Havre	Hv 4.07								
		ELECTR.			A.&C.P.		3 P-B	8376		V.06				563-8	60-0	135-16											
✠	45	LA-SAVOIE, .....	(12.06)	①	3/3, G	1.1.	2 m	382	120	Frç	06	Chantiers de France Dunkerque	A; hél; 6 comp; 1/2 D. 25m40; (WB. 55 t.);	46.30	7.37	4.00	.....	Boulogne- s/Mer	Dk. 12.06								
		ELECTR. Chalutier.			A.&C.P.			327						151-11	24-6	13-1											
✠	46	LA-SLACK, <i>Malfay.</i>	(5.07)	①	3/3, P	1.1.	2 m	275	94	Frç	07	Bonn & Mees Rotterdam	A; hél; 6 comp; (WB. 34 t.); 1 p. PP	42.70	6-70	3-00	.....	Boulogne- s/Mer	Rd. 5.07								
		ELECTR. Chalutier.			A.&C.P.			240						140-1	22-6	11-13											
✠	47	LA-TERNOISE, <i>Leurmet.</i>	(1.02)	①	—	—	2 m	236	75	Frç	02	Bonn & Mees Rotterdam	A; hél; 4 comp; (WB. 22 t.); p. PP car. 7.02.	38.48	6-56	3-48	.....	Boulogne-s/ Mer	Dk. 02								
		ELECTR. Chalutier.						192						126-3	21-6	11-5											
✠	48	LA-TOURAINNE, <i>Fajole.</i>	(3.07)	①	3/3, L	1.1.	G 3m	8429	3378	Frç	91	Chantiers & Ateliers de Penhoët St-Nazaire	A; 2 hél; 14 comp; D. 23m70; R. R. 8m; R. 85m45; G. 27m45; (WB. cell. 108m54; 977 t.); 4 p. A; rp-car. 3.07.	118.55	17.99	10.56	.....	Le Havre	Nt. 3.07								
		ELECTR.			A.&C.P.		4 P	7399		V.07				520-3	56-1	34-8											

N. B. - Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



## ARMATEURS

## MACHINES

## CHAUDIÈRES

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
37	.....	✝	Comp. (5.99)	2	29 - 52 11.4 - 20.5	30 11.8	121 50 140	Satre fils aîné & Co Lyon 1899	.....	✝	2 C	1.60 5-3	2.12 7-0	2 20	1.90 567	52.75 114	Imbert frères St-Chamond 1899	Mrs. 99	
38	Compagnie Générale Transatlantique (à Paris)	✝	2 Triple (3.06)	8	120-194-242-242 17.3-26.5-35.5 PS.11.06	170 67	7500 30,000 87	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1906	Hv. 2.07	✝	12 C 9 C	5.20 17-1 4.90 10-10 16-1	84 146 58172	5416 290 17-243	14 1570 17-243	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1906	Hv. 2.07		
39	P. Altazin-Fourny & Co	✝	Triple (12.06)	3	36 - 58 - 97 14 - 23 - 38	69 27	160 650 115	Chantiers de France Dunkerque 1906	Dk.12.06	✝	1 C	4.31 14-2	5.20 17-1	3 55	163 1740	12.6 180	Chantiers de France Dunkerque 1906	Dk.12.06	
40	Compagnie Universelle du Canal Maritime de Suez	✝	2Tr.Exp. (8.00)	6	43 - 69 - 109 17 - 27 - 43	69 27	190 1200 100	W. Simons & Co Ld Renfrew 1900	.....	✝	2 C	4.42 14-6	3.40 11-2	6 132	377 4056	11.2 160	W. Simons & Co Ld Renfrew 1900	Glsq. 00	
41	Compagnie Générale Transatlantique (à Paris)	✝	Triple (9.06)	3	53 - 91 - 150 23 - 36 - 59	107 42	1400 80	Chantiers de l'At- lantique St-Nazaire 1906	Nt. 5.07	✝	2 C	4.10 13-6	3.20 10-6	6 90	350 3763	12.6 180 12.6-180	Chantiers de l'At- lantique St-Mazaire 1906	Nt. 5.07	
42	d'Orbigny, Faustin & Co	✝	Comp. (11.04)	2	79 - 152 31 - 60 PS. 5.06	99 39	170 680 65	Palmer's Shipbuild- ing Co Jarrow o/Tyne 1883	Card. 5.06	✝	2 C	3.81 12-6	3.05 10-0	4 73	6.82 2406	5.5 78	Cie Gle Transatlan- tique St-Nazaire 1895	L-R.3.06 v. c.3.05 p. c.3.05	
43	Compagnie Générale Transatlantique (à Paris)	✝	Triple (10.06)	3	38 - 61 - 102 15 - 24 - 40	70 27-5	650 110	Caillard & Co Le Havre 1906	Nt. 7.07	✝	2 C	3.35 11-0	3.10 10-2	4 66	6.10 2043	190 178	Caillard & Co Le Havre 1906	Nt. 7.07	
44	Compagnie Générale Transatlantique (à Paris)	✝	2Tr.Exp. (3.06)	6	110 - 174 - 204 43.5-68.5-80.5 PS. 3.06	170 67	5500 22000 90	Chantiers & Ateliers de Penhoët St-Nazaire 1901	Hv. 4.07	✝	16 C	5.20 17-1	3.30 10-10	64 1226	4234 45527	12 170 11-157	Chantiers & Ateliers de Penhoët St-Nazaire 1901	Hv. 4.07 p. c.3.06 v. c.3.06	
45	P. Altazin-Fourny & Co	✝	Triple (12.06)	3	36 - 58 - 97 14 - 23 - 38	69 27	160 650 115	Chantiers de France Dunkerque 1906	Dk.12.06	✝	1 C	4.31 14-2	5.20 17-1	3 55	163 1740	12.6 180	Chantiers de France Dunkerque 1906	Dk.12.06	
46	A.&G.Vidor Frères & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
47	A.&G. Vidor Frères & Co	✝	Tr. Exp. (1.02)	3	33 - 55 - 89 13 - 21.5 - 35	61 24	450	Amos & Smith Hull 1902	.....	✝	1 C	3.76 12-4	3.05 10-0	2 38	3.53 1315	122 180	Amos & Smith Hull 1902	Rd. 02	
48	Compagnie Générale Transatlantique (à Paris)	✝	2Tr.Exp. (3.07)	6	104 - 154 - 254 41 - 60.6 - 100 PS. 1.02 PS. n.3.07	166 65	3250 13000 72	Cie Générale Trans- atlantique St-Nazaire 1891	Nt. 3.07	✝	14 C	4.50 14-9	3.30 10-10	42 802	74.59 31366	2917 157 4-57	Chantiers & Ateliers de Penhoët St-Nazaire 1902	Nt. 3.07 p. c.3.07 v. c.3.07	



## LAN

SPECIAL SURVEY			SHIPS AND CAPTAINS			CLASSIFICATION			RIG			TONNAGE			BUILDERS			MATERIALS			LENGTH			BREADTH			DEPTH			FREE BOARD			PORT			LAST																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND			DATE OF TERM												PORT OF BUILDING			PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS			IN METERS			IN FEET & INCHES			SUMMER WINTER W.N.A. in inches			REGISTRY			SURVEY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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+	49	LA-VAGUE, ..... ELECTR. Chalutier. (3.98)	I	—	—	Kt	174 37 133 1365	Frç	98	Cochrane & Cooper Beverley	F; hél; 5 comp; ½ D. 5m66; G. 5m79; rp-car. 6.00.	30.92 101-6	6.58 21-7	3.88 12-9	.....	Arcachon	Dp.	00																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces NUMBER grate surface in sq. feet in s. feet	heating surface in sq. feet	PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES	25						26						31	32			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
49	Pêcheries Françaises d'Arcachon	✠	Tr. Exp. (3.98)	3	29 - 46 - 76 11.4 - 18 - 30	53 21	50 250 104	Hawthorns & Co Leith 1898	.....	✠	1 C	3 20 10-6	2.90 9-6	2	3.06 33	85 913	1.19 170	Hawthorns & Co Leith 1898	Glsq. 98			
50	d'Orbigny, Faustin & Co	✠	Tr. Exp. (6.05)	3	51 - 84 - 137 20 - 33 - 54 PS. 6.05	91 36	180 995 70	North Eastern Ma- rine Engineering Co Ltd Wallsend o/T. 1901	L-R. 6.05	✠	2 C	3.96 13-0	3.20 10-6	6	8.36 90	260 2800	11.2 160 5.6-80	North Eastern Ma- rine Engineering Co Ltd Wallsend o/T. 1901	L-R. 6.05 v.c. 6.05 P.C. 6.05			
51	Gouvernement Impérial de Russie	✠	Comp. (7.98)	2	29 - 52 11.4 - 20.5	30 11.8	150 230	Satre fils aîné & Co Lyon 1898	.....	✠	1 C	2.05 6-9	2.78 9-2	1	1.98 21	54.20 583	10 143	Johannsen & Co Danzig 1898	Dz. 98			
52	Fr. Thelot	.	Comp. (5.03)	2	25 - 41 10 - 16	27 11	20 80 200	Chaligny & Co Paris 1902	St-P. 8.05	.	1 C	1.68 5-6	2.95 9-8	1	1.71 18	24.50 263	8.4 120	Roberts Iron Works Cambridge 1903	St-P. 8.05			
53	P. N. Birch	.	Comp. (12.96)	2	33 - 75 15 - 29.5	40.5 16	—	Fenwick & Co Hong-Kong 1896	.....	.	1 C	2.74 9-0	2.90 9-6	2	—	—	7 100	Fenwick & Co Hong-Kong 1896	H-K. 96			
54	Sordavala Ångfartygs Aktiebolaget	.	Comp. (5.98)	2	28 - 52 11 - 20.5	33 13	160 175	W. Rosenlew & Co Björneborg 1898	.....	.	1 C	2.15 7-1	2.38 7-10	2	2.90 31	56 602	8 113	W. Rosenlew & Co Björneborg 1898	Bjn. 98			
55	Société anon. du Canal et des Installations Maritimes	.	Comp. (7.99)	2	25 - 45 10 - 18	30 12	25 100 160	Société anon. Mar- cinelle & Couillet Couillet 1899	.....	✠	1 C	2.20 7-3	2.80 9-2	1	1.57 17	50 538	9.5 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99			
56	Det Forenede Damp- skibs-Selskab	✠	Comp. (12.98)	2	36 - 81 14 - 32	53 21	47 250 120	Lobnitz & Co Ltd Renfrew 1898	.....	✠	1 C	3.12 10-3	2.74 9-0	2	3.17 34	69 747	10.5 150	Lobnitz & Co Ltd Renfrew 1898	Glsq. 98			
57	Gouvernement Impérial de Russie	✠	Comp. (7.99)	2	33-75 15 - 30	40 16	50 250 140	A. F. Smulders Rotterdam 1899	.....	✠	1 C	2.90 9-6	3.20 10-6	2	3.50 38	90 968	8.25 117	A. F. Smulders Rotterdam 1899	Rd. 99			
58	M. Struwe	✠	Triple (5.06)	3	52 - 85 - 135 20.5-33.5-53.5	85 35.5	— 950 80	Ottensener Maschi- nenfabrik Altona 1906	Lbk 5.06	✠	2 C	3.96 13-0	3.29 10-10	4	8.40 90	294 3161	13 185	Henry Koch Lübeck 1906	Lbk 5.06			
59	Norddeutscher Lloyd	✠	Tr. Exp. (4.00)	3	28 - 43 - 71 11 - 17 - 28 PS. n. 4.02	53 21	— 235 120	Chas. D. Holmes Hull 1896	.....	✠	1 C	3.05 10-0	2.77 9-1	2	2.70 28	63 687	10.75 153	Chas. D. Holmes Hull 1896	Wes. 02 v.c. 00			
60	Société Générale de Transports Maritimes à Vapeur	.	Comp. H. P. (1.01)	3	61 - 160 24 - 63 PS. 10.06	107 42	300 1200 66	Transformée Newcastle o/T. 1895	Mrs. 10.06	.	2 CD	3.35 11-0	4.95 16-3	8	14 150	384 4130	11.2 160 5-71	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1895	Mrs. 2.07 p.c. 2.07 v.c. 01			

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SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT — NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU ou DATE de la DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME														
	1	2															3
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
✠	61	LAPPLAND, <i>Fris.</i> (6.04) ELECTR. 86-06 Trunkdeck.	I	3/3,G	1.1.	2 m	2319 1639	Sds	06	Lindholmens Mek. Werkstad Gothembourg	A; <i>hél</i> ; 6 comp; D. 24m; G. 8m30; (WB. cell. 583 t; T. 672 t; C. R. 62 t; C. A. 130 t.); 1 p. A; car. 9.07; rp. 07.	88.39 290-0	12.19 40-0	7.16 23-6	39½ 43½ 45½	Stockholm	N-C 9 (6)
.	62	LAURA (ex-Ellen), <i>Hansen.</i> (2.06) 75-04	II	3/3,G	1.1.	Glt	274 165 207	Dan	76 V.06	J. Readhead & Co South-Shields	F; <i>hél</i> ; 5 comp; ½ D. 23m20; G. 6m20; (WB. C. R. 5 t.); p. P; grp. 06; rp-car. 4.07.	42.53 139-5	6.18 20-3	3.14 10-3	.....	Svendborg	N-C.4.07
✠	63	LAURA, <i>Schaap.</i> (7.07)	I	3/3,L	1.1.	2 m 1 P-B	3154 2014 2018	P.B	01 V.07	J. Smit Cz Alblasserdam	A; <i>hél</i> ; 6 comp; D. 9m45; R. 29m55; G. 9m50; (WB. cell. 990 t.); 1 p. A. rp. 07; car. 3.07.	99.05 325-0	14.70 48-3	7.55 24-9	48½ 52½ 54½	Rotterdam	Rd. 7.07
✠	64	LAURENS-PIT, <i>Brust.</i> ELECTR. (4.05)	II	3/3,P	1.1.	2 m	264 154 168	P.B	02 V.05	Nederlandsche Scheepsbouw Mij Amsterdam	A; <i>hél</i> ; 5 comp; D. 9m14; G. 5m40; (WB. C. A. 14 ½ t.); car. 4.05.	37.82 124-1	6.74 22-1	2.79 9-2	15½ 16½ 18½	Batavia	Biv.4.05
.	65	LAWOE (ex-Zuid-Holland), ELECTR. .... (11.02)	I	3/3,L	1.1.	Glt 3 P	2504 1817	....	81 V.02	Raylton, Dixon & Co Middlesbro	F; <i>hél</i> ; 6 comp; D. G. R; (WB. E.&B. 150 t); 1 p. F; 1 p. P; 1 p. T. 94; alg. 94; rp-car. 1.07.	98.75 324-0	11.27 37-0	7.85 25-9	.....	.....	Rd. 2.07
.	66	LE-BAR (ex-Marss), <i>Dernde.</i> (2.06) Chalutier. 03-06	I	3/3,P	1.1.	Kt	154 64 115	Frq	91 V.05	Cochrane, Cooper & Schofield Beverley	F; <i>hél</i> ; 4 comp; p. F.	32.90 108-0	6.24 20-6	3.35 11-0	.....	Le Havre	Hv. 2.06
✠	67	LE-CALVADOS, <i>Gaubert.</i> (9.05)	I	3/3,L	1.1.	B-G 2 P	1658 779	Frq	90 V.06	Soc. Cockerill Hoboken	A; <i>hél</i> ; 9 comp; D. 12m10; R. 19m20; G. 10m00; (WB. cell. 280 t.); 2 p. A; grp. 06; car. 3.07.	84.00 275-7	10.80 35-6	7.05 23-2	.....	Marseille	Mrs.3.07
✠	68	LE-COO, <i>Petersen.</i> (7.04) ELECTR. 95-06 Petrol in bulk.	II	3/3,L	1.1.	G 3m 2 P	3399 2169 3056	Ang	95 V.04	Sir W. G. Armstrong, Mitchell & Co Low Walker o/T	A-F; <i>hél</i> ; 19 comp; D. 25m; R. 6m70; R. A. 5m50; G. 11m88; (WB. 94 t; cale A. 223 t.; C. R. 27 t.; C. A. 79 t.); 2 p. A; grp. 99; rp. 06; car. 7.07.	100.58 330-0	12.98 42-7	8.64 28-4	71 75 ½ 77 ½	Newcastle o/T	Card. 7.07
✠	69	LE-CORSAIRE, <i>Malfoy.</i> Chalutier. 05-05 (10.05)	I	3/3,G	1.1.	Kt	284 97 254	Frq	95	The John Duthie Torry Shipbuild. Co Aberdeen. 1905	A; <i>hél</i> ; 6 comp; (WB. T. 34 t.); 1 p. A.	42.87 140-8	7.01 23-0	3.55 11-3	.....	Boulogne s/Mer	Glsg. 10.05
.	70	LE-GABON (ex-East-Coast), <i>Muesen.</i> (3.06) 99-06	I	3/3,G	1.1.	2 m	498 211 373	Frq	95 V.06	Blyth Shipb. Co Ltd Blyth	A; <i>hél</i> ; 4 comp; ½ D. 25m50; R. 18m50; G. 6m39; (WB. cell. 133 t. C. R 7 t; C. A. 33 t.).	51.35 168-6	7.92 26-6	3.05 10-0	.....	Le Havre	Hv. 3.06
✠	71	LE-GARD, <i>Jasseau.</i> (9.05)	I	3/3,L	1.1.	B-G 2 P	1658 834	Frq	90 V.05	Soc. Cockerill Hoboken	A; <i>hél</i> ; 9 comp; D. 12m; R. 19m20; G. 10m; WB. cell. 280 t.); 2 p. A; rp. 05; car. 8.07.	84.00 275-7	10.80 35-6	7.05 23-2	.....	Marseille	Mrs.8.07
.	72	LE-GOUËT (ex-Rebecca), <i>Nicolas.</i> (3.04)	I	3/3,P	1.1	2 m	215 83 174	Frq	59 V.04	R. Scott Greenock	F; <i>hél</i> ; 5 comp; ½ D. 19m75; 1 p. P; car. 3.05.	43.18 141-8	5.90 19-4	3.10 10-2	.....	Le-Légué	Mrs. 05

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALLE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES																																																																																																																																																																																																																											
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SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG — NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND							T.											
	DATE OF TERM			R.															
	1	2	3	4	5	6		7	8										
✠	73	LE-MORBIHAN, <i>Moyon.</i> (11.06)	I	3/3, L A.&C.P.	1.1.	Glt 1 P-B	1110 589 960	Frç	87 V.06	R. & W. Hawthorn, Leslie & Co Hebburn	A; <i>hél</i> ; 6 comp; D. 10m66; R. 15m85; G. 10m60; (WB. cell. 235 t.); p. PP; rp- car. 10.07.	70.4 231-0	10.2 33-4	5.33 17-6	.....	St-Nazaire	Nt. 10.07		
✠	74	LE-NORD, <i>Bouchez.</i> <i>ELECTR.</i> (4.03)	II	3/3, L A.&C.P.	1.1.	Glt 3 P-S	1540 436	Frç	98 V.03	Chantiers de la Loire St-Nazaire	A; <i>aubes</i> ; 10 comp; <i>spardeck</i> ; 2 p. A; rp-car. 9.06.	102.97 337-10	10.65 35-0	4.33 14-2	.....	Calais	Dk. 9.06		
✠	75	LE-PAS-DE-CALAIS, <i>Vanpouille.</i> (7.03) <i>ELECTR.</i>	II	3/3, L A.&C.P.	1.1.	Glt 3 P-S	1540 436	Frç	98 V.03	Chantiers de la Loire St-Nazaire	A; <i>aubes</i> ; 10 comp; <i>spardeck</i> ; 2 p. A; rp.06; car. 2.07.	102.97 337-10	10.65 35-0	4.33 14-2	.....	Calais	Dk. 2.07		
✠	76	LE-ROULE, . . . . (10.07)	I	3/3, R	1.1.	1 m	28	Frç	07	Grandes Chaudron- neries de l'Escaut Hoboken	A; <i>hél</i> ; 4 comp.	13.00 42-8	3.80 12-6	2.04 6-8	.....	Cherbourg	Av. 10.07		
✠	77	LE-TARN, <i>Ninet.</i> (12.03)	I	3/3, L A.&C.P.	1.1.	B-G 2 P	1658 834	Frç	89 V.03	Soc. Cockerill Hoboken (Anvers)	A; <i>hél</i> ; 9 comp; (WB. cell. 280 t.); 2 p. A; rp.03; car. 10.06.	84.00 275-7	10.80 35-5	7.05 23-2	.....	Marseille	M.s. 10.06		
✠	78	LE-WIMEREUX, . . . (6.04) <i>ELECTR.</i> <i>Chalutier.</i>	I	3/3, P A.&C.P.	1.1.	1 m	270	Frç	04	Bonn & Mees Rotterdam	F; <i>hél</i> ; 5 comp; (WB. 30 t.).	41.33 135.10	6.63 21-9	3.96 13-0	...	Boulogne s/Mer	Rd. 04		
✠	79	LEANDER, <i>Lange.</i> (5.04)	II	3/3, G	1.1.	Glt 1 P-B	574 338	Alm	83 V.04	Henry Koch Lübeck	F; <i>hél</i> ; 6 comp; R. 10m; G. 7m; (WT. M. 8m40, 150 t.); p. S; rp.07; car. 2.07.	49.28 161-7	7.66 25 1	5 18 17 0	.....	Bremen	Hbg. 2.07		
✠	80	LEDA, <i>Jaarsma.</i> (2.07)	I P. R.	3/3, L A.&C.P.	1.1.	Glt 2 P	1140 695 923	P-B	98 V.07	Rijkee & Co Rotterdam	A; <i>hél</i> ; 6 comp; R. 16m91; G. 8m13; (WB. 204 t.); 1 p. A; 1 p. PP; rp. 04; car. 9.07.	69.49 228-0	9.75 32-0	5.61 18-5	.....	Amsterdam	Am. 9.07		
✠	81	LEDOKOL-II, <i>Tiemert.</i> <i>Ice-Breaker.</i> 96-02 (8.02)	II P. R.	—	—	Glt 1 P-B	446 171 435	Rss	95 V.02	Nylands Verksted Christiania	A; <i>hél</i> ; 6 comp; R. 2m20; G. 4m88; (WB. N. & R. 63 t.); 1 p. A; rp-car. 11.03.	38.56 126-6	10.7 35-2	15.57 18-3	.....	Libau	Riga 03		
✠	82	LEHUA, <i>Nye.</i> (5.93)	12-4	—	—	Glt	176 129	Amr	79 0.93	Dickie Bros. San-Francisco	P-Tamana-C. ch. cv-m-frg; <i>sal</i> ; <i>hél</i> ; D; p. P; d. m. 86-91; rp. 96.	34.13 112-0	7.35 24-1	2.47 8-1	.....	Honolulu	Hnl. 95 c.v. 96		
✠	83	LEIPZIG, <i>Liebenberg.</i> (3.99)	I	—	—	Glt 2 P-B-S	1139 694 1115	Alm	84 V.99	Cie Vulcan Stettin	F; <i>hél</i> ; 6 comp; <i>spardeck</i> ; (WB. cell. 282 t.); 1 p. F; 1 p. PP; rp. 95; car. 4.01.	68.25 223-9	9.23 30-9	4.61 20-3 15-2	.....	Stettin	Stt. 01		
✠	84	LENA, <i>Jacobsen.</i> (11.05) <i>80-06</i>	I P. R.	3/3, L A.&C.P.	1.1.	2m	1629 978 1081	Nrw	02 V.05	Hellerup Skibsværft Hellerup	A; <i>hél</i> ; 5 comp; <i>awningd</i> ; 50m60; D. 4m27; $\frac{1}{2}$ D 21m34; R. 16m46; (WB. cell. 367 t.; C. R. 35 t.); rp. 05; car. 4.07.	76.20 250-0	11.00 36-1	4.35 14-2	.....	Tønsberg	N.C. 4.07		

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY					
19	20		21	22	23	CYLINDERS		26	27	28	29	30		SHELL		FURNACES		35	36	37	38								
						DATE OF CERTIFICATE	NUMBER							DIAMETERS	STROKES	Diamet.   Length	NUMBER					Heating surface							
																							IN CENTIMETERS		IN INCHES	IN METERS	IN FEET	IN sq. meters	IN sq. feet
OWNERS		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38										
73	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (11.06)	3	51 - 81 - 131 20 - 32 - 53 PS. 11.06	91.4 36 1000 75	250	R. & W. Hawthorn Leslie & Co Newcastle o/T.1887	Nt.10.07	✠	2 C Niclause	2.47 × 2.70 × 2.78 8-1 × 8-10 × 9-2	2	9.20 99	303 3258	14 200	Niclause & Co Paris 1901	Nt.10.07 v.c.11.06 p.c.10.07											
74	Cie des Chemins de Fer du Nord	✠	Tr. Exp. (4.03)	3	105 - 150 - 220 41.3-59-86.5	225 88.5 7000 48	1750	Chantiers de la Loire Nantes 1898	Dk. 7.06	✠	12 R	Système Lagrafel & d'Allest	12	48 516	1575 16935	15 214	Chantiers de la Loire Nantes 1898	Dk. 03 v. c.03											
75	Cie des Chemins de Fer du Nord	✠	Tr. Exp. (7.03)	3	105 - 150 - 220 41.3-59-86.5	225 88.5 7000 46	1750	Chantiers de la Loire Nantes 1898	Dk. 2.07	✠	12 R	Système Lagrafel & d'Allest	12	48 516	1575 16935	15 214	Chantiers de la Loire Nantes 1898	Dk. 2.07 v. c.03											
76	Société des Carrières de l'Ouest	.	.....	.....	.....	.....	.....	.....	.....	.	.....	.....	.....	.....	.....	.....	.....	.....											
77	Compagnie générale Transatlantique (à Paris)	✠	Tr. Exp. (12.03)	3	57 - 91 - 116 22.5 - 35.7 - 57.5 PS. 10.06	110 43.3 1200 75	300	Société Cockerill Seraing 1889	Mrs. 10.06	✠	2 C Belleville	2.64 8-8	2.95 9-8	6	11.46 122	363 3903	17 243 5-71	Société Belleville Paris 1903	Nt. 03 v.c.03										
78	A. & G. Vidor Frères & Co	✠	Tr. Exp. (6.04)	3	33 - 56 - 91 13 - 22 - 36	86 34 500 110		Amos & Smith Hull 1904	Rd. 04	✠	1 C	3.80 12-6	3.20 10-6	6	3.72 40	133 1430	14 200	Amos & Smith Hull 1904	Rd. 04										
79	Dampfschiffahrts-Gesellschaft « Neptun »	✠	Tr. Exp. (5.04)	3	31 - 50 - 80 12 - 20 - 31.5 PS. 5.06	55 21.6 270 96		Actien Gesellschaft « Weser » Bremen 1900	Hbg.5.06	✠	1 C	2.94 9-7	3.01 9-10	2	2.73 30	96 1032	12 170 7-100	Actien-Gesellschaft « Weser » Bremen 1899	Trdh. 04 v.c.04 p.c.04										
80	Koninklijke Nederlandsche Stoomboot Mij	✠	Tr. Exp. (2.07)	3	45 - 71 - 114 17.5-28-45 PS.n.02;v.6.06	91.4 36 600 75	120	Rijkee & Co Rotterdam 1895	Am.2.07	✠	2 C	3.28 10 9	2.94 9-8	4	6.32 68	197 2120	5.76 82 5.6-80	Rijkee & Co Rotterdam 1898	Am. 2.07 p.c. 2.07 v.c. 2.07										
81	Hauptverwaltung der Handelsschiffahrt und der Häfen	✠	Comp. (8.02)	2	56 - 109 22 - 43 PS. 11.03	68.5 27 770 106	140	Nylands Verksted Christiania 1895	Riga 03	✠	2 C	3.60 11-10	2.99 9-10	4	6.05 65	465 5000	9.1 130	Nylands Verksted Christiania 1895	Riga 03 v.c.02 p.c. 03										
82	Inter Island steam Navigation Co	.	Comp. (11.93)	2	31 - 51 12.2 - 20	51 20 175		Risdon Iron Works San-Francisco 1879	.....	.	1 C	2.59 8-6	2.44 8-0	2	2.04 22		6.33 90	Risdon Iron Works San-Francisco 1886	Hnl. 93 v.c.93										
83	Neue Dampfer-Compagnie	✠	Comp. (3.99)	2	68 - 125 26.7 - 49.2	80 31.5 440 80	110	Cie Vulcan Stettin 1884	.....	✠	2 C	3.05 10-0	2.74 9-0	2	5.60 60	166 1787	6 85	Cie Vulcan Stettin 1884	Stt. 01 v.c.99										
84	Aktieselskabet «Tertias» (John Bull)	✠	Tr. V. (11.05)	3	46 - 74 - 122 18-29 - 48 PS. 11.05	84 33 700 84	150	Danske Maskinfabrik Copenhagen 1901	N-C.4.07	✠	2 C	3.55 11-8	3.20 10-6	4			11.6 165	Westgarth & Co Ld Middlesbrough 1901	Shg. 05 v. c. 05										

## LEW

NAVIRES & CAPITAINE		CLASSIFICATION			GREEMENT	TONNAGE	PAVILLON	CONSTRUCTEURS	MATÉRIAUX	LONGUEUR	LARGEUR	CREUX	PORT	LIEU
DATE DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					NOMBRE DE PONTS	T.		—	PROPULSEUR				D'ARMEMENT	et DATE
DATE DU TERME						R.		PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES					la
						U.			CONSTRUCTIONS SUR LE PONT					DERNIÈRE
									WATERBALLAST, PONTS					VISITE
									REPARATIONS					
										EN MÈTRES				
										EN PIEDS & POUCES				

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux vapeur	Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION en atmosphères	CONSTRUCTEURS			
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES									Diamèt.   Long.	NOMBRE sur degille en mètres carrés	sur, de chaudière en mètres carrés						
						EN MÈTRES ET POUCES												EN MÈTRES ET POUCES			EN MÈTRES ET POUCES		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36		37	38			
85	Service des Ponts & Chaussées	+	Comp. (5.02)	2	46 - 80 18 - 31.5	60 23.6	400 140	Brissonneau fils & A Lotz Nantes 1902	.....	+	1 C	3.62 11-10	3.05 10-0	2	5.00 54	150 1612	6 85	Brissonneau fils & A. Lotz Nantes 1902	Nt.	02			
86	Service des Ponts & Chaussées	+	Comp. (5.02)	2	45 - 78 17.7 - 30.7	52 20.5	400 150	de la Brosse & Fouché Nantes 1902	.....	+	1 C	3.65 12-0	3.12 10-3	2	5.16 55	150 1612	7 100	de la Brosse & Fouché Nantes 1902	Nt.	02			
87	Service des Ponts & Chaussées	+	Comp. (5.00)	2	45 - 76 18 - 30	42 16.5	300 160	de la Brosse & Fouché Nantes 1906	Nt. 5.06	+	1 C	3.20 10-6	3.01 9-10	2	4.90 43	112 1097	7 100	de la Brosse & Fouché Nantes 1906	Nt.	5.06			
88	Linea de Vapores Serra	+	Comp. (1.94)	2	97 - 180 38 - 71	122 48	300 1500	London & Glasgow Eng. & Iron Shiph. Co. Glasgow 1881	.....	+	2 C D	3.71 12-2	5.03 16-6	12	18.39 198	—	5.97 85	London & Glasgow Eng. & Iron Shiph. Co. Glasgow 1881	Lvp.	94 v.c. 94			
89	Société anonyme de Remorquage à hélice	.	Comp. (6.00)	2	38 - 71 15 - 28 P.S.n. 6.00	37 11.6	40 130	Soc. Anonyme des Ateliers de Boussu Boussu 1881	Av. 6.00	.	1 C	2.90 9-6	2.74 9-0	2	3.70 40	80 860	6 86	Beliard & Fletcher Anvers 1898	Av.	6.00 v.c. 6.00			
90	Det Forenede Dampskibs-Selskab.	+	Tr. Exp. (1.06)	3	46 - 76 - 122 18 - 30 - 48 P.S. 1.06	91.4 36	138 900	Burmeister & Wain Copenhagen 1888	Cph. 1.00	+	2 C	3.50 11-6	2.90 9-6	6	7.90 85	963 2180	10.5 150	Burmeister & Wain Copenhagen 1888	Cph.	1.00 v.c. 1.06 v.c. 1.00			
91	Société Générale des Transports Maritimes à Vapeur	.	Comp. (10.05)	2	100 - 218 43 - 86 P.S.c. 8.07	152 60	450 1800 50	Harland & Wolff Belfast 1882	Mrs. 8.07	.	3 C D	3.76 12-4	5.33 17-6	12	27 295	794 8541	6.33 90 6-85	Harland & Wolff Belfast 1882	Mrs.	1.07 v.c. 10.05 p.c. 10.05			
92	Société Générale des Transports Maritimes à Vapeur	.	Comp. (10.05)	2	107 - 218 42 - 86 P.S.c. 10.05	152 60	450 1800 50	Harland & Wolff Belfast 1883	Mrs. 10.05	.	3 C D	3.76 12-4	5.33 17-6	18	29 315	791 8541	6.33 90 6-85	Harland & Wolff Belfast 1882	Mrs.	5.07 v.c. 10.05 p.c. 5.07			
93	Les fils de Th. Conseil	.	Comp. (4.00)	2	46 - 86 18 - 34	61 24	50 200 98	A. Hall & Co Aberdeen 1889	.....	.	1 C	—	—	2	3.34 36	91 982	6 85 4.5-64	A. Hall & Co Aberdeen 1889	Bx	00 v.c. 00			
94	Deutsche Levante Linie	+	Tr. Exp. (5.94)	3	49.5 - 73.5 - 132 19.8 - 29 - 52	84 33	200 850 75	Flensburger Schiffbau-Gesellschaft Flensburg 1890	.....	+	2 C	3.86 12-5	2.69 8-8	4	5.57 60	262 2822	11.5 165	Flensburger Schiffbau-Gesellschaft Flensburg 1890	Hög	94 v.c. 94			
95	Goedhardt & Bates	+	2 Tr. Exp. (12.04)	6	34 - 53 - 88 13 - 21 - 35	52 20.5	800 140	L. Smit & Zoon Kinderdijk 1904	Rd. 04	+	2 C	4.20 13-10	3.10 10-2	6	10.80 116	—	—	L. Smit & Zoon Kinderdijk 1904	Rd.	04			
96	John Green	.	Comp. (3.02)	2	51 - 102 20 - 40	91-76 36-30	700 85	Cuyahagua Steam Furnace Co Cleveland 1897	.....	.	1 C	2.90 9-6	4.88 16-0	2	3.72 40	194 2085	8.44 120	Lake Erie Boiler Co Buffalo (N-Y.) 1897	Civ	02 v.c. 02			



SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES 13 14 15	BREADTH IN METERS 16 17 18	DEPTH IN METERS 19 20 21	FRESH WATER BOARD W.N.A. inches 22 23 24	PORT OF REGISTRY	LAST SURVEY										
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND										T.																					
DATE OF TERM										R.																					
1	2	3	4	5	6	7	8			9	10											11	12	13	14	15	16	17	18		
+	97	LI-FONG, <i>Lepetit.</i> (2.06) ELECTR. 05-06	■	3/3,R	1.1.	1 m 4 P-B	2868 1727 2270	Frç	06	Chantiers de France Dunkerque	A; 2 <i>hél</i> ; 10 <i>comp</i> ; (WB. cale R. 120 t.; cale N. 140 t.); 2 p. A; 2 p. b; car. 5.07.	84.77 278-2	13.09 43 0	7.56 24-9	.....	Shanghai	Shg. 5.07														
+	98	LI-MAO, <i>Seité.</i> (11.05) ELECTR. 99-05	■	3/3,R	1.1.	1 m 4 P-B	2868 1727 2270	Frç	05	Chantiers de France Dunkerque	A; 2 <i>hél</i> ; 10 <i>comp</i> ; (WB. cale R. 120 t.; cale N. 140 t.); 2 p. A; 2 p. b; rp. 05; car. 12.06.	84.77 278-2	13.09 43-0	7.56 24-9	.....	Shanghai	Sgh. 12.06														
+	99	LI-TA, <i>Iron.</i> (4.06) ELECTR.	■	3/3,R	1.1.	1 m 4 P-B	2868 1727 2270	Frç	06	Chantiers de France Dunkerque	A; 2 <i>hél</i> ; 10 <i>comp</i> ; (WB. cale R. 120 t.; cale N. 140 t.); 2 p. A; 2 p. b.	84.77 278-2	13.09 43-0	7.56 24-9	.....	Shanghai	Dk. 4.06														
+	100	LIAMONE, <i>Orsini.</i> (3.06)	⊙	3/3,L	1.1.	2 m 2 P-B-II	1380 475 1230	Frç	06	Swan, Hunter & W. Richardson L <sup>d</sup> Low-Walker	A; <i>hél</i> ; 7 <i>comp</i> ; <i>awninged</i> ; G. 16m76; (WB. cell. 153 t.); car. 4.07.	80.04 262-7	10.52 34-7	7.22 23-8	12 14 ½ 16 ½	Marseille	Mrs. 4.07														
.	101	LIBAU ( <i>ex-Times</i> ), <i>Hollmann.</i> (12.06) 95-01	■■■	3/3,P	1.1.	3 m 2 P	264 138	Rss	51 V.07	..... Glasgow	F; <i>hél</i> ; 5 <i>comp</i> ; rp. 07; car. 7.07.	32.31 106-6	6.40 21-0	3.96 13-0	.....	Windau	Riga 7.07														
+	102	LIBAU, <i>Törnqren.</i> (5.05)	■■■	3/3,G	1.1.	Glt	331 233 280	Sds	90 V.06	Got. Mekaniska Werkstad Göteborg	A; <i>hél</i> ; 5 <i>comp</i> ; R. 10m. (WB. cale N. 70 t.; C. R. 4 t.); p. P; rp-car. 5.06.	42.53 139-7	6.52 21-5	3.61 11-10	.....	Göteborg	Got. 5.06														
+	103	LIBERTÉ, ..... (12.06) Chalutier.	■	3/3,G	1.1.	2 m 1 P-B	303 110 275	Frç	06	Chantiers de France Dunkerque	A; <i>hél</i> ; 4 <i>comp</i> ; (WB. 35 t.).	43.29 142-0	6.98 22-11	3.59 11-7	.....	Boulogne s/Mer	Dk. 12.06														
.	104	LIBERTÉ ( <i>ex-Caber-Feidh</i> ), <i>Sire.</i> (11.03)	10-4	3/3,P	1.1.	Glt	59 38	Frç	93 0.03	M <sup>e</sup> Lean & M <sup>e</sup> Kinnin Charlottetown (P.E.I.)	Sp-B-P; ch.m-frg; ( <i>sal</i> ); sfb; grp-car. 10.03.	23.82 78 2	4.72 15-6	2.21 7-3	.....	St-Pierre-Mi- quelon	St-P. 6.06 c.v. 6.06														
+	105	LIKE-LIKE, <i>Naapola.</i> (4.04)	■	3/3,G	1.1.	2 m	374 214	Amr	04	Union Iron Works San-Francisco	A; <i>hél</i> ; 4 <i>comp</i> ; D. 2m36; G. 7m32; (WB. C. R. 15 t.; C. N. 24 t.); car. 4.07.	41.45 136-0	9.14 30-0	3.50 11 6	.....	Honolulu	Hnl. 4.07														
+	106	LILLOIS, ..... (10.05) Chalutier.	■	3/3,P	1.1.	2 m	244 91	Frç	05	Bonn & Mees Rotterdam	A; <i>hél</i> ; 4 <i>comp</i> ; (WB. 25 t.); p. PP.	41.26 135-5	6.63 21-9	3.81 12-6	.....	Boulogne s/Mer	Rd. 10.05														
+	107	LILY ( <i>ex-Caron</i> ), <i>Sonesson</i> 77-99 (4.06)	■■■	3/3,G	1.1.	Glt	363 259 267	Sds	87 V.06	Atlas Gefle	A; <i>hél</i> ; 5 <i>comp</i> ; <i>welld</i> ; ½ D. 11m60; R. 9m50; G. 6m; (WB. E. & B. cale N. 25½ t.; C. R. 14 t.); p. P; rp. 06; car. 7.07	93.1 128-4	7.3 24-0	3.66 12-01	.....	Gefle	Lbk. 7.07														
+	108	LIME-BRANCH, <i>Livingston.</i> ELECTR. (2.06) T rret. Clayton App.	■	3/3,L	1.1.	5 m 2 P-B-A	5379 3468 4522	Ang	02 V.06	Wm Doxford & Sons L <sup>d</sup> Sunderland	A; <i>hél</i> ; 8 <i>comp</i> ; <i>Shelterdeck</i> ; (WB. cell. 1084 t.; cale 1705 t.); 2 p. A. rp-car. 7.07.	120.70 396-0	17.22 56-2	7.82 25-8	151 156	Sunderland	Card. 7.07														

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY OF BOILERS
			DESCRIPTION	DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION		SHELL		Furnaces		PRESSURE Main boiler, Donkey boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
						DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES							Diameter in METERS IN FEET AND INCHES	Length in METERS IN FEET AND INCHES	NUMBER	rate surface in sq. meters in sq. feet			heating surface in sq. meters in sq. feet				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
97	Cie Asiatique de navigation.	✠	2 Triple (1.06)	6	38-61-99 15-24-39 PS.c.1.07	51	20	1500 190	Caillard & Co Le Havre 1906	Sbg. 5.07	✠	2 C	4.03 13-3	3.35 11-0	6	8.52 91	353 3796	14 200	Caillard & Co Le Havre 1906	Shg. 1.07				
98	Cie Asiatique de navigation	✠	2 Triple (11.05)	6	38-61-99 15-24-39 PS. 12.06 PS.T.c.12.06	51	20	1500 190	Caillard & Co Le Havre 1905	Sbg. 12.06	✠	2 C	4.03 13-3	3.35 11-0	6	8.52 91	353 3796	14 200	Caillard & Co Le Havre 1905	Shg. 12.06				
99	Cie Asiatique de navigation	✠	2 Triple (4.06)	6	38-61-99 15-24-39	51	20	1500 190	Caillard & Co Le Havre 1906	Dk. 4.06	✠	2 C	4.03 13-3	3.35 11-0	6	8.52 91	353 3796	14 200	Caillard & Co Le Havre 1906	Dk. 4.06				
100	Cie Marseillaise de Navigation à Vapeur (Fraissinet & Co)	✠	Triple (3.06)	1	74-114-132-132 29-45-52-52	114	45	3750 105	Swan, Hunter & W. Richardson Ld Walker-on-Tyne 1906	N-C. 3.06	✠	4 C	4.00 13-2	3.51 11-6	12	19.40 209	668 7184	11.2 160 5.6-80	Swan, Hunter & W. Richardson Ld Walker-on-Tyne 1906	N-C. 3.06				
101	Max Reincke	.	Comp. (7.07)	2	46-81 18-32 PS. 7.07	61	24	200 80	Blackwood & Gordon Port-Glasgow 1868	Riga 7.07	.	1 C	3.20 10-6	2.89 9-6	2	3.16 34	78 830	4.6 65	John Fraser & Sons London 1892	Riga 7.07 v.c. 7.07				
102	Ångfartygs Aktiebolaget "Tirfing" (A. Broström)	.	Comp. (5.06)	2	39.6-71.6 15.6-28.2 PS. 4.03	48	19	180	Got. Mekaniska Verkstad Gothembourg 1890	Got. 5.06	.	1 C	2.74 8-8	2.72 8-11	2	2.21 24	-	6.33 90	Got. Mekaniska Verkstad Gothembourg 1890	Got. 5.06 v.c. 5.06				
103	Joly, Duhamel & Vasse	✠	Triple (12.06)	3	33-56-91 13-22-36	64	25	135 530 104	Chantiers de France Dunkerque 1906	Dk. 12.06	✠	1 C	3.20 10-6	4.02 13-2	3	4.32 46	138 1484	14 200	Chantiers de France Dunkerque 1906	Dk. 12.06				
104	An. Farvacque	.	Comp. (9.98)	2	31-56 12-22 PS.n. 10.03	40	20	83	M'Lean & M'Kinnin Charlottetown (P.E.I.) 1893	St-P. 6.06	.	1 C	2.43 8-0	2.53 8-4	2	2.16 23	40 430	8.7 124	James Angel St-Johns (T-N) 1902	St-P. 6.06 v.c. 03				
105	Inter Island Steam Navigation Co	✠	Comp. (4.04)	2	33-71 13-28	53	21	374 140	Union Iron Works San-Francisco 1904	S-F. 04	✠	1 C	3.30 10 10	3.42 11 3	2	3.90 42	114 1224	10.5 150 8.7-125	Union Iron Works San-Francisco 1904	S-F. 04				
106	Pécheries Lilloises (M. Lemaire & Co, à Lille)	✠	Tr. Exp. (10.05)	3	33-53-89 13-21.5-35	61	24	425 114	Alblasserdamsche Machinefabriek Alblasserdam 1905	Rd. 10.05	✠	1 C	3.76 12-4	3.05 10-0	2	3.52 38	122 1315	12.6 180	Alblasserdamsche Machinefabriek Alblasserdam 1905	Rd. 10.05				
107	Rederi Bolaget Fredrik. (C. W. Akerson)	.	Comp. (4.06)	2	46-79 18-31 P-S.n. 7.05	53	21	45 210	Atlas Iron Works Stockholm 1887	Stkh. 4.06	.	1 C	2.74 9-0	2.58 8-5	2	2.16 24	-	6.33 90 4.2-60	Atlas Iron Works Stockholm 1887	Stkh. 4.06 P.C. 4.06 v.c. 4.06				
108	Nautilus S. S. Co Ld (F. & W. Ritson)	✠	Tr. Exp. (2.06)	3	66-112-183 26-44-72 PS. 7.07	122	48	473 2150 68	W. Doxford & Sons Ld Sunderland 1902	Card. 7.07	✠	3 C	4.29 13 9	3.50 11 6	9	13.74 148	592 6380	12.6 180	W. Doxford & Sons Ld Sunderland 1902	Card. 2.06 v.c. 2.06				

SHIPS AND CAPTAINS				CLASSIFICATION	GRÉMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN PIEDS & POUCES	LARGEUR EN PIEDS & POUCES	CREUX EN PIEDS & POUCES	FRANC BORD ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la dernière VISITE	
DATES OF CAPTAIN'S CERTIFICATE OF CAPTAIN AND PRESENT COMMANDMENT ACTUEL						T. R. U.												
DATE OF TERM DU TERME																		
1	2	3	3				4											5
✠	97	LI-FONG, LIFJORDEN, Rasmus- ELECTR.	sen. (3.04)	P. R.	3/3, G	1.1.	2 m	397 204 290	Dan	04	Helsingors Jern- skibbyggeri Elseneur	A; hél; 6 comp; D. 5m; R. 19m81; G. 5m85; (WB. cell. 34 t; C. A. 7 t; C. R. 17.5 t.); car. 8.07.	49.07 7 87 16.10 25-10	7 87 10-4	3.15 10-4	10 12 14	Thisted	Cph.
✠	98	LI-MAN, LINA (ex-Newhaven), EL.	Barsella. (3.04)		3/3, G	1.1.	Glt	339 143 301	Itl	75 V.04	Forges & Chantiers Le Havre	F; hél; 6 comp; 1/2 D. 9m; G. 6m50; rp.04; car. 4.00.	50.8 166-8	6.4 21-0	3.66 12-0	25 27 20	Spezia	Gn. 4
✠	99	111 LINDHOLMEN, Hillers- tröm. (5.07)			3/3, A	1.1.	B-G 1 P-B	803 582 641	Sds	77 V.07	Lindbolmen Gothembourg	F; hél; 4 comp; rp.81; D. 15m85; R. 78 t; G. 8m23; (WB. 174 t.; p. P.01; grp. 04; rp-car. 5.07.	60.3 198-0	8.3 27-3	4.73 15-6	24 1/2 27 30 1/2	Gothembourg	Got. 5
✠	112	LINNEA, Dahlberg. (5.04)		P. R.	3/3, G	1.1.	Glt	784 422	Rss	92 V.04	Lindbergs Mek. Werkstad Stockholm	A; hél; 6 comp; D. 38m70; R. 11m88; R. R. 8m23; G. 14m; (WB. M.40 t; C. R. 12 t.); p. P.; rp. 03; car. 5.07.	56.40 8.10 185-0 26-5	3.84 12-7	.....	Helsingfors	Lbk. 5	
✠	113	LISA, Horndahl. (3.04)			3/3, L	1.1.	Glt 2 P-S	1577 1216 1442	Sds	98 V.04	Howaldtswerke Kiel	A; hél; 5 comp; spard; R. 10m; G. 6m50; (WB. cell. 368 t.; C. R. 20 t.); 1 1/2 p. A; grp. 00; rp. 04; car. 1.07.	73 20 11.00 240-2 36-1	6 27 20-7	.....	Helsingborg	H-K.	
✠	114	LISBETH, Fredriksen. (7.97)		P. R.	—	—	Glt 2 P-H	677 420 651	Alm	89 V.97	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock	F; hél; 5 comp; awningd; R. 7m30; (WB. cell. 135 t; C. R. 10 t.); 2 p. F; car. 7.97.	54.21 7.83 177-9 25-7	5.32 17-5	.....	Hamburg	Hbg	
✠	115	LISBONIEN, Wielens. Remorqueur. (10.03)			3/3, P	1.1	2 m	131 16	Arg	03	Wed. C. Boelen & Zo- non Slikerveer	A; hél; 5 comp.	28.50 6.00 93-6 19-8	3.40 11-2	.....	Rosario	Rd.	
✠	116	LISTRAC, Guyodo. (3.07 85-07)			3/3, L	1.1.	2 m	778 144 501	Frç	07	Forges & Chantiers Le Havre	A; hél; 5 comp; wetdeck; D. 38m28; G. 10m70; WB. 42 t; cell. 125 t; C. R. 26 t; C. N. 97 t.); 1 p. A.	60.27 8.52 197-9 27-11	3.08 12-1	14 15 1/2 18 1/2	Dieppe	Hv. 3	
✠	117	LITORAL, Ferro. (10.04) — - 02			3/3, G	1.1.	Glt 2 P-S	715 518	Arg	80 V.05	Mc Intyre Paisley	F; hél; 5 comp; spard; R. R. 6m00; R. 6m50; rp-car. 9.07.	654.8 8 37 180-0 27-5	5.20 17-1	.....	Buenos-Ayres	B-A.	
✠	118	LIVONIA, Skow. (8.04) 93-04			3/3, L	1.1.	2 m	1879 1175 1730	Dan	04	Howaldtswerke Kiel	A, hél; 5 comp; D. 5m70; R. 22m30; G. 9m80; (WB. cell. 492 t.); p. A; car. 6.07.	87.02 12.87 285-6 42-3	5.38 17-8	41 44	Copenhagen	Rd.	
✠	119	LIVORNO, Dunbar. (3.06)		P. R.	3/3, L	1.1.	Glt 1 P-B	1240 736 1427	Ang	70 V.06	Humphrey & Pear- son Hull	F; hél; 6 comp; wetdeck; D. 44m19; G. 10m05; rp.07; car. 1.07.	78.64 10.43 258-0 34-3	5.54 18-2	29 1/2 32 34 1/2	Liverpool	Stt.	
✠	120	LIZZIE, Kirche. (10.07)			3/3, G	1.1.	Kt	184 34	Frç	97 V.07	Earle's Co Ltd Hull	A; hél; 4 comp; rp-car. 10.07.	32.00 6.40 105-0 21-0	3.35 11-0	.....	St-Nazaire	Nt. 1	

N. B. Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES														
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE sur de chauffe en mètres carrés en mèt. carr. en pieds carr.	PRESSION Cl aud. princ. Chaud. auxil.	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION																	
						DIAMÈTRES								Diamèt. Long.																							
						EN CENTIMÈTRES EN POUCES								EN MÈTRES EN PIEDS ET POUCES																							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38																		
109	Det Forenede Dampskibsselskab (à Copenhague)	+	Tr. Exp. '8.04	2	55 - 55 - 94 13-21.5-37 PS. 8.07	61 24	95 580 125	Helsingørs Maskinbyggeri Elseneur 1904	Gph. 8.07	+	1 C	4.30 14 1	3.35 11-0	3	5.22 67	167 1797	14 290	Helsingørs Maskinbyggeri Elseneur 1904	Gph. 04																		
110	E. Lardon	.	Comp. (1.04)	2	67 - 116 23.4-45.6 PS. 3.05	60 23.6	287 750	Forges & Chantiers de la Méditerranée Havre 1875	Gn. 4.06	.	1 C	3.89 12-6	3.26 10 8	3			5.62 80	Forges & Chantiers de la Méditerranée Havre 1890	Gn. 1.06 v.c. 04																		
111	Ångfartygs Aktiebolag. « Vidar » (H. Grebst)	.	Comp. (5.07)	2	46 - 102 18-40 PS. 4.07	61 24	400 102	Lindholmens Mek. Werkst. Gothembourg 1904	Got. 5.07	.	1 C	3.66 12-0	3.28 10-9	2	3.34 36	125 1340	9.1 130 7-100	Lindholmens Mek. Werkst. Gothembourg 1904	Got. 5.07 v.c. 5.07																		
112	Helsingfors Ångfartygs Aktiebolag. (Viktor Ek)	+	Tr. Exp. 5.04	3	47 - 76 - 124 18.5 - 30 - 48.7 PS. 5.06	72.5 29	200 850 100	W. Lindbergs Werkstad & Warf Actie Bolag Stockholm 1892	Lbk. 5.06	+	2 C	3.22 10-7	2.92 9-7	4	6.50 70	201 2164	11.6 165	W. Lindbergs Werkstad & Warf Actie Bolag Stockholm 1892	Hsf. 4.07 v.c. 04 P.c. 04																		
113	Ångfartygs-Aktiebolaget « Kurin » (A. Andersson)	+	Tr. Exp. (3.04)	3	48 - 70 - 110 17-27.6-43.3 PS. 8.06	63 24.8	650 115	Howaldtswerke Kiel 1898	H-K. 8.06	+	2 C	2.85 9-4	2.87 9-5	4	5.96 64	192 2068	12.5 178 4.6-66	Howaldtswerke Kiel 1898	H-K. 8.06 v.c. 04 P.c. 8.06																		
114	L. F. Mathies & Co	+	Comp. 7.97	2	57.5 - 106 22.6-41.7	70 27.6	99 350 75	Rostocker Act-Ges. für Schiff & Maschinenbau Rostock 1889	.....	+	2 C	2.70 8-9	2.85 9-4	4	3.96 42	145 1560	7 100	Rostocker Act-Ges. für Schiff & Maschinenbau Rostock 1889	Hbg 97 v.c. 97																		
115	H. Hersent & Fils	+	Tr. Exp. (9.03)	3	30 - 48 - 80 12 - 18.5 - 31.5	46 18	394 172	Alblasserdamsche Machine Fabrick Alblasserdam 1903	.....	+	1 C	3.65 12-0	3.30 10-10	2	3.67 40	140 1505	12 171	Alblasserdamsche Machine Fabrick Alblasserdam 1903	Rd. 03																		
116	Worms & Co (Le Havre)	+	Triple (3.07)	3	38 - 60 - 93 15-23.5-36.5	70 27.5	600 90	Forges & Chantiers Le Havre 1907	Hv. 3.07	+	1 C	4.30 14 1	3.53 11 7	3	6.00 60	176 1892	12.5 158	Forges & Chantiers Le Havre 1907	Hv. 3.07																		
117	E. Arana	.	Comp. (10.04)	2	59 - 115 23-45 PS. n. 8.04	28 70	80 400 78	Muir & Houston Glasgow 1880	B-A. 9.07	.	1 C	3.53 12 3	2.90 9-6	2	4.32 16	125 1344	7 100 3-43	Anderson & Liall Glasgow 1900	B-A. 9.07 v.c. 8.05																		
118	Dampskibsselskabet « Kjöbenhavn ». (P. L. Fisker)	+	Tr. Exp. (8.04)	2	53 - 84 - 140 21-33-55	90 35.5	950 76	Howaldtswerke Kiel 1904	Kiel 04	+	2 C	3.81 12-6	3.35 11 0	6	9.32 100	305 3279	12.5 178 7 100	Howaldtswerke Kiel 1904	Kiel 04																		
119	W. H. Stott & C	.	Comp. (3.06)	2	84 - 152 33-60 PS. 1.07	91 36	150 550 54	C. D. Holmes Hull 1870	Lvp 1.07	+	2 C	3.50 11-6	3.05 10-0	4	7.62 82	206 2212	5.6 80	Thomas Sumner & Sons Liverpool 1902	Lvp. 1.07 v.c. 5.06																		
120	Brunet (à Paris)	.	Triple (10.07)	3	28 - 52 - 82 11-20.5-32	58 23	80 320 120	Earle's Co Ld Hull 1897	Nt. 10.07	.	1 C	3.35 11 0	2.89 9 6	2	3.06 33	82 882	14 200	Earle's Co Ld Hull 1897	Nt. 10.07 v.c. 10.07																		



LOU

SHIPS AND CAPTAINS			CLASSIFICATION	REG- ISTRATION	TONNAGE T. R. U.	FLAG	YEAR OF BUILDING	BUILDERS - PORT OF BUILDING	MATERIALS PROPELLER - WATERTIGHT COMPARTMENTS - ELEVATIONS ON DECK - WATERBALLAST, DECK REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN FEET & INCHES	DEPTH IN FEET & INCHES	PURE HOARD SUMMER WINTER W.N.A. in fathoms	PORT OF REGISTRY	LAST SURVEY		
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
DATE OF TERM																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
121	LOBO	ex-Privateer, Brook. (7.07) Remorqueur.—	I	3/3.P.1.1.	1 m	108 98	CH	88 V.07	Williamson Bros Ltd Plymouth	A: hel: 3 comp; 1000; 8.07.	55.03 85-2	5.40 18-0	7.17 10-5	....	Puerto-Montt	Ld. 8	
122	LOCKSLEY, Jackson.	(8.04)	I	3/3.P.1.1. A&C.P.	1 m	121 74	Ang	84 V.04	G. K. Smith Newcastle T	F: hel: 4 comp; W.B.C.A. 6 t; 1 p. F; grp: 04; rp-car: 7.04	27.4 20-0	6.1 20-0	2.44 8-0	10 1/2 11 1/2	Newcastle T.	N-C. 7.00	
123	LODOVICA	ex-Lauridene, Cherubini. (4.03) Turret. 98-04	I	3/3.L.1.1. A&C.P.	Gr 1 P-B	3508 1773 2597	Am	88 V.01	W. Duffell & Sons Sunderland	A: hel: 7 comp; G. 1000; W. 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	103.63 340-0	13.87 45-0	7.50 24-7	....	Trieste	Int. 1.00	
124	LOFTUS-CUDDY	(4.06)	I	3/3. 1.1. Lakes	—	6829 1861	Am	88 V.01	American Shipbuilding Co Loram	A: hel: 4 comp; W.B. DB; & 1000; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	159.97 225	16.70 55-0	9.44 31-0	....	Fairport	Clv. 4.00	
125	LOIRE, Caignon.	(1.04)	I	3/3.L.1.1. A&C.P.	2 m 2 P	1492 888 1885	Fr	88 V.04	R. Stephenson & Co Le Hebburn O. T.	A: hel: 4 comp; D. 200; R. 1800; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	70.80 250-4	10.68 33-1	4.00 15-3	19 21 23	Dunkerque	Bx 4.07	
126	LONDON, Markwardt.	(4.97)	I	— A&C.P.	Gr 1 P-B-S	1227 74 1207	Am	88 V.01	U.S. Vulcan Saginaw	A: hel: 4 comp; R. 1700; W. 1000; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	70.17 231-3	9.12 29-2	6.38 20-0	==	Stettin	Stt. 99	
127	LONGWY, Legat.	(11.00)	I	3/3.L.1.1. A&C.P.	Gr 1 P-B	2015 14 13-9	Fr	88 V.01	Longwyl Nantais Nantais	A: hel: 4 comp; R. 1000; W. 1000; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	80.10 282-8	12.68 40-7	3.96 19-7	33 36 1/2 39	Nantes	Nt. 12.00	
128	LOO-SOK	(5.00)	I	— A&C.P.	Gr 1 P	1604 101 1470	Am	88 V.01	Loos-Sok & Engineering Co Ltd Glasgow	A: hel: 4 comp; R. 1000; W. 1000; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	82.30 270-1	11.27 37-0	6.00 21-8	==	Bremen	H-K. 03	
129	LOOSGMOON	(9.00)	I	— A&C.P.	Gr 2 P-S	1971 74 1789	Am	88 V.01	Loosgmoon & Co Walker O. T.	A: hel: 4 comp; R. 1000; W. 1000; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	80.22 296-0	11.75 38-6	4.71 22-0	==	Hamburg	H-K. 01	
130	LOUIS, Matar Fall.	(11.00) (3/3, P.1.1.)	10	...	Gr	78 29	Fr	90	P. Valoise & Co St-Denis-de-Piles	C-Oo-PP; chm-frg; hel: 1000; 9.00.	25.03 82-2	5.07 61-8	2.83 9-4	....	Bordeaux	Dak. 01	
131	LOUIS-FARGUE, Codet.	(8.97) Remorqueur.	I	— A&C.P.	1 m	143 118	Fr	97	A. Dubigeon Nantes	A: hel: 4 comp; R. 1000; 1000; 1000; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 04; car: 12.05.	30.00 98-5	6.00 19-8	2.47 8-1	....	Rouen	Nt. 97	
132	LOUISE, Boescholtz.	(5.05)	I	3/3.L.1.1. A&C.P.	2 m	2045 1308 1877	P-B	01 V.05	Bonn & Mees Rotterdam	A: hel: 5 comp; R. 2000; G. 7000; 1000; 1000; 1000; 1000; 1000; 1000; C.R. 30 t; 1 p. A; rp: 07.	85.34 280-0	12.19 40-0	6.71 22-0	44 46 48 1/2	Rotterdam	Rd. 4.07	

N. B - The Marks - - indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION						
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						Diamet.   Length — IN FEET IN METERS AND INCHES	NUMBER	grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet								
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
121	Hauts fourneaux, Forges & Aciéries du Chili (à Paris)	•	Comp. (7.07)	2	43 - 86 17 - 34	53 21	60 360 103	Willoughby Bros. Plymouth 1898	Ld. 7.07	•	1 C	3.35 11-0	3.02 9-11	2	3.54 38	127 1372	7.7 110	Willoughby Bros. Plymouth 1898	Ld. 7.07 v.c. 7.07				
122	Robert Mason	•	Comp. (8.04)	2	28 - 51 11 - 20 PS.n.04,v.7.06	40.5 16	20 50 86	G. Paulin & Sons Newcastle o/T.1884	N-C.7.06	✦	1 V	1.98 6-6	4.11 13-6	1	2.14 23	12 130	5.6 80	Riley Bros L <sup>d</sup> Stockton-o/Tees 1906	N-C.7.06 v.c.04				
123	Fratelli Cosulich Austro-Americana	✦	Tr. Exp. (4.03)	3	62 - 102 - 169 24.5-40-66.5 PS.10.04	107 42	275 1350 67	Wm Doxford & Sons Ld Sunderland 1898	Inst. 1.06	✦	2 C	4.04 13-3	3.50 11-6	6	8.27 89	366 3943	12.6 180 6-85	Wm Doxford & Sons Ld Sunderland 1898	Inst. 1.06 P.C.1.06 v.c.03				
124	Mitchell & Co	✦	Triple (4.06)	3	57 - 91 - 152 22-5.36-60	107 42	1600 83	American Shipb. Co Cleveland 1906	Clv. 4.06	✦	2 C	4.19 13-9	3.50 11-6	4	8.56 92	432 4640	12.6 180	American Shipb. Co Cleveland 1906	Clv. 4.06				
125	Cie France-Baltique	✦	Tr. Exp. (1.04)	3	50 - 83 - 137 19.5 32.5 - 54 PS. 2.06	91 36	200 1000 72	R. Stephenson & Co Ld Newcastle o/T.1899	Bx 4.07	✦	2 C	4.11 13-6	3.05 10-0	6	9.20 99	293 3212	12.6 180 5.6-85	R. Stephenson & Co Ld Newcastle o/T.1899	Bx 10.07 c.v.04 P.C.04				
126	Neue Dampfer-Compagnie	✦	Tr. Exp. (3.97)	3	53 - 61 - 100 15 - 24 - 39.3	60 23.6	90 450 110	Cie Vulcan Stettin 1889	.....	✦	2 C	2.90 9-6	3.05 10-0	4	4.98 54	160 1724	10.5 150	Cie Vulcan Stettin 1889	Stt. 98 v.c.97				
127	Chargeurs de l'Ouest	✦	Tr. Exp. (11.03)	3	59 - 92 - 153 23 - 36 - 60.5	100 39.5	325 1300 80	Schneider & Co Creusot 1903	Nt.11.06	✦	2 C	3.60 11-10	3.07 10 1	6	11.40 122	330 3548	11 157 11-157	Ateliers de St-Nazaire-Penhoet Saint-Nazaire 1903	Nt.11.06				
128	Norddeutscher Lloyd	✦	Tr. Exp. (8.99)	3	56 - 91.4 - 145 22 - 36 - 57	107 42	250 1350 82	The Fairfield Ship- building & Engi- neering Co Ld Glasgow 1891	.....	✦	2 C	4.10 13-6	2.94 9-8	6	10.40 112-5	316 3398	10.9 155 11-155	The Fairfield Ship- building & Engi- neering Co Ld Glasgow 1891	H-K. 99 v.c.99				
129	Hamburg-Amerika- nische Packetfahrt- Act.-Ges.	✦	Qu. Exp. (9.00)	4	46 - 66 - 99 - 142 18-26-39-56	99 39	220 1100 75	Wigham Richard- son & Co Newcastle o/T.1896	.....	✦	2 C	4.02 13-3	3.20 10-6	6	9.56 103	287 3090	14 200 7-100	Wigham Richard- son & Co Newcastle o/T. 1896	H-K. 01 v.c.00				
130	L. Miran & Co	•	Comp. (11.00)	2	25 - 40 10 - 16	29 12	25 100 140	Technico Norde Adriatico Trieste 1872	.....	•	1 C	2.20 7-3	2.46 8-1	2	2.88 31	44.73 481	6 85	Forges de St-Cha- mond St-Chamond 1900	Dak. 01 v.c.00				
131	Administration des Ponts & Chaussées	✦	2 Comp. (8.97)	4	37 - 61 14.6 - 24	45 17.7	90 360 180	Brissonneau fils & A. Lotz. Nantes 1897	.....	✦	1 C	3.36 11-0	3.00 9-10	2	4.44 48	182 1419	6 85	Brissonneau fils & A. Lotz Nantes 1897	Nt. 97				
132	Maatschappij SS. Louise (P. W. Louwman)	✦	Tr. Exp. (5.05)	3	55 - 90 - 148 21.5-35.5-58.5 PS. 4.07	99 39	170 850 06	Blair & Co Ld Stockton o/Tees 1901	Rd. 4.07	✦	2 C	4.27 14-0	3.05 10-0	6	8.74 94	311 3350	11.2 160	Blair & Co Ld Stockton o/Tees 1901	Rd. 5.05 v.c. 5.05 P.C. 5.05				

NAVIRES & CAPITAINES			CLASSIFICATION			GRÉEMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX		LONGUEUR			LARGUR			CREUX			PORT		LIEU	
DAVIS LE BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						NOMBRE DE PONTS		T.		ANSE DE		PORT		COMPARTIMENTS ETANCHES		EN MÈTRES			EN PIEDS & POUCES			D'ARMEMENT		et LAITE de la dernière VISITE				
DATE DU TERME								R.		LA CONSTRUCTION		DE		CONSTRUCTIONS SUR LE PONT														
								U.				CONSTRUCTION		RÉPARATIONS														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18											
135	LOUISE-MARIE, Taffard. Chalutier.	(6.05)	3/3, P	1.1.	Glt	165 28 145	Frq	99 V.05	E. de la Brosse & Fouché Nantes	A; hêt; 6 comp; R. 10m55; (WB 10 t.); p.PP; car. 6.07.	32.24 105-10	6.26 20-6	3.16 10-4	.....	Arcaehon	Bx 6.07												
134	LOUISIANE, Le Breton. ELECTR.	(6.05)	3/3, L	1.1.	2 m 3 P-B-S	5101 3301 3584	Frq	05	Chantiers de France Dunkerque	A; hêt; 8 comp; spard; D. 16m10; R. 12m50; G. 12m80; (WB. cell. 819 t.); 3 p. A; car. 12.06.	113.15 372	14.57 347-10	9.98 32.9	49 54½	Le Havre	N-O 5.07												
135	LOUQSOR, Rebuffat. ELECTR. 83-04	(11.04)	3/3, L	1.1.	2 m 3 P-S	6879 4444 6121	Frq	04	Messageries Mari- times La Ciotat	A; 2 hêt; 8 comp; spard; D. 19m50; R. 7m50; R.C. 41m; G. 16m40; (WB. 693 t. cell. 821 t.); 3 p. A.	133.29 448-9	16.03 52-7	9.93 32-7	.....	Marseille	Mrs. 04												
136	LOVISA (ex-True-Briton). Euland.	(3.06)	3/3, A	1.1.	2 m 1 P-B	1034 634 850	Sds	81 V.06	Palmer's Co Ltd Newcastle o/Tyne	F; hêt; 5 comp; ½ D. 18m59; R. 6m40; G. 8m54; (WB. 230 t.); 1 p. F; car. 6.06; rp. 07.	68.57 225-0	9.50 31-2	4.88 16-0	.....	Motala	Rd. 4.07												
137	LOYAL, Natzius.	(1.05)	3/3, L	1.1.	Glt 2 P-S	1584 1237 1438	Alm	92 V.05	Howaldtswerke Kiel	A; hêt; 5 comp; spard; WB. cell. 365 t.; 1 p. F; 1 p. S; rp. 95; rp-car. 4.07.	73.15 240-0	10.97 36-0	4.32 14-2	63½ 69.0 72½	Cologne	H-K. 4.67												
138	LUBA, Thiel. ELECTR.	(7.06)	3/3, G	1.1.	63m A.&C.P.	460 282 378	Alm	89 V.06	Henry Koch Lübeck	A; hêt; 4 comp; ½ D. 7m00; R. 7m50; G. 5m50; R. R. 6m40; 1 p. A; alg. 98; rp. 02; car. 5.07.	53.44 175-4	6.72 22-0	3.65 12-0	.....	Lübeck	Lbk 5.07												
139	LÜBECK, Paulsson. 68-85	(8.07)	3/3, P	1.1.	Glt A.&C.P.	320 212 286	Sds	84 V.07	Atelier Atlas Gefle	F; hêt; 5 comp; ½ D. 11m40; R. 8m70; G. 6m80; (WT. M. 75 t.; C. R. 5 t.); 1 p. P; rp. 06; car. 6.07.	38.9 127-8	7.0 23-0	3.70 12-2	.....	Stockholm	Lbk 8.07												
140	LUBINE, Stephan. 99-05	(2.05)	3/3, P	1.1.	1 m	19 5 11	Frq	05	Jaumay Nantes	C-S; ch. fr-rg; sfb.	12.11 39-9	3.33 10.11	1.41 4-8	.....	Nantes	Nt. 2.05												
141	LUCERNA, French. ELECTR. 94-02	(6.06)	3/3, L	1.1.	G 3m 2 P-T	3242 2072 3061	Ang	92 V.06	Sir W.G. Armstrong. Mitchell & Co Newcastle o/T.	A-F; hêt; 18 comp; R. R. 26 t; R. 6m71; G. 11m88; (WB. E. & B. 157 t.; WT. A. 289 t; C.A. 101 t.; 1 p. A; 1 p. F; grp. 93; rp-car. 6.07.	100.58 330-0	12.95 42-6	8.66 28-5	76.0 80½ 82½	London	N-C. 7.07												
142	LUCERNA, Guéguen. (2.96)		—	—	Glt	15 3	Frq	94 V.98	Mac William Dublin	A; hêt; 3 comp.	13.72 45-0	2.86 9-5	1.80 5-11	.....	Morlaix	Rsc. 98												
143	LUCIA, Rossi. (2.04)		3/3, R	1.1.	1 m	21 8	Il	03	P. Lumbo Vargas Naples	A; hêt; 3 comp; p. PP.	15.20 49-10	3.17 10-5	1.60 5-3	.....	Naples	Npl. 04												
144	LUCILINE, Holsham. ELECTR. 96-99	(10.03)	3/3, L	1.1.	Glt 2 P	3765 24-1 3375	Ang	99 V.09	Sir W.G. Armstrong. Whitworth & Co Ltd Low-Walker o/Tyne	A; hêt; 19 comp. D. 25m; R. 7m; G. 12m50; (WB. B. 98 t; C. A. 134 t; C. R. 25 t.); 2 p. App-car. 12.06.	102.28 335-7	13.71 45-0	8.70 28-6	73 77 ½	London	N-C. 12.06												

N.B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										SURVEILLANCE SPECIALE	DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons	Force nominale Force ind. ude Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS		PRESSION Caud. princ. Caud. auxil.	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION						
						DIAMÈTRES	EN CENTIMÈTRES EN POUCES						Diamèt.	Long.	NOMBRE	sur grille en mètre carr.				sur de chauffe en mètre carr.					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
133	St <sup>e</sup> Nouvelle des Pêche- ries à vapeur	Comp. (6.05)	2		45 - 78 17.7 - 30.7 PS.n.05; v.6.07	52 20.5	100 400 150	E. de la Brosse & Fouché Nantes 1899	Bx 6.07	1 C	3.20 10-5	3.02 9-11	2	3.60 39	109.62 1179	7 100	E. de la Brosse & Fouché Nantes 1899	Bx 6.07 v.c. 6.05							
134	Cie Générale Transatlan- tique (à Paris)	Tr. Exp. (4.05)	3	✠	63 - 107 - 180 27 - 42 - 71	122 48	2200 70	Caillard & Co Le Havre 1905	Hv. 3.07	✠ 3 C	4.11 13-6	3.58 11-9	9	14.25 153	579 6226	13 186 7-100	Caillard & Co Le Havre 1905	Hv. 3.07							
135	Messageries Maritimes	Tr. Exp. (11.04)	6	✠	68 - 100 - 160 29 - 39 - 63	120 47.5	825 3300 85	Messageries Mari- times La Ciotat 1904	Mrs. 04	3 CD	2 x 4.10 13-6 1 x 3.50 11-6	5.63 18-6	10	30.57 329	904 9721	9.5 135 7-100	Forges & Chantiers La Seyne 1904	Mrs. 04							
136	Motala Redori Aktiebo- laget (G. Petterson)	Comp. (3.06)	2		61 - 132 24 - 52 PS. 6.06	84 33	130 650 63	Palmer's Co (Ld) Newcastle o/Tyne 1881	Stkh. 6.06	1 C	4.42 14-6	3.08 10-1	3	5.58 60	174 1870	7 100 5.2-75	Helsingors Maskin- byggeri Elseneur 1904	Stkh. 6.06 p.c. 3.06 v.c. 3.06							
137	Rudolph Whal	Tr. Exp. (1.05)	3	✠	43 - 70 - 100 17 - 27.6 - 39.3 PS.n.05; v.4.07	63 24.8	650 110	Howaldtswerke Kiel 1892	H-K.4.07	✠ 2 C	2.85 9-4	2.85 9-4	4	5.50 59	191 2056	12 170 6.3-90	Howaldtswerke Kiel 1892	H-K.8.07 v.c. 1.05 p.c. 5.07							
138	Lübeck-Königsberger Dampfschiffahrts- Gesellschaft	Comp. (7.06)	2	✠	44 - 80 17.3 - 31.5 PS.n.02; v.5.07	50 19.7	55 220 110	J. W. Klawitter Danzig 1889	Lbk 5.07	✠ 1 C	3.08 10-1	2.82 9-3	2	2.45 26	95 1020	7 100	Henry Koch Lübeck 1889	Lbk 5.07 v.c. 7.06							
139	Rederi Aktiebolaget Ostra-Sverige (G. O. Wallenberg)	Comp. (8.07)	2		45 - 80 17.7 - 31.5 PS. 7.06	51 20	50 179 95	Atlas Works Stockholm 1884	Lbk 8.07	1 C	3.28 10-9	2.58 8-6	2	1.12 12	89 958	5 71	Atlas Works Stockholm 1884	Lbk 8.07 v.c. 8.07							
140	Euvé	Ca	not automobile				16 700	.....	Nt. 2.05	.....	Motor boat						.....	.....							
141	Lucerna Steamship Co Ld (T. W. Tamplin & Co)	Tr. Exp. (6.06)	3	✠	61 - 102 - 165 24 - 40 - 65 PS. 2.05	107 42	340 1380 60	Blair & Co Ld Stockton o/Tees 1892	N-C.6.06	✠ 2 C	4.64 15-3	3.20 10-6	6	10.78 116	393 4288	11.2 160 7-100	Blair & Co Ld Stockton o/Tees 1892	N-C.7.07 p.c. 7.07 v.c. 6.06							
142	Guéguen & Lazennec	Comp. (2.98)	2		17.6 - 35.5 7 - 14	50.2 12	15	Vorper & Co Portsmouth .....	.....	1 C	1.28 4-2	2.30 7-7	1			8 114	Vorper & Co Portsmouth 1896	Rsc. 98 v.c. 98							
143	Luigi Bruno	Comp. (2.04)	2		21 - 21 8 - 8	23 8.1		G. Penty & Son Rochester 1872	Npl. 04	1 C	1.20 3-11	2.00 6-7	1	1.00 11	55 376	5.2 75	Stabilimento Sta In- dustriale Napoli- tana Naples	Npl. 04 v. c. 04							
144	Luciline Navigation Co (Lane & Macandrew)	Tr. Exp. (10.03)	3	✠	61 - 102 - 162 24 - 40 - 64 PS. 10.06	122 48	315 1750 67	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1899	N-C. 10.06	✠ 2 C	4.88 16-0	3.35 11-0	6	13.19 112	494 5312	11.2 100 7-100	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1899	Can. 6.97 v.c. 10.06 v.c. 03							



LYC

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WATER W.N.A.	PORT OF REGISTRY	LAST SURVEY													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																																
	DATE OF TERM																																
	1	2	3	4	5	6			7	8											9	10	11	12	13	14	15	16	17	18			
•	145	LUDVIG-NOBEL ( <i>ex-Petro-ELECTR. len</i> ), <i>Hertz.</i> (5.05) Petrol. in bulk.	III	3/3,G A.&C.P.	1.1.	Glt	966 743 834	Rss	86 V.05	Motala Mekaniska Werkstad Gothembourg	A; <i>hél</i> ; 11 <i>comp</i> ; $\frac{1}{2}$ D. 10m70; R. 5m; G. 5m; (WB. C. R. 32 t.; p. P; SS. 93; rp. 05; car. 5.07.	57.0 187-0	9.2 30-4	6.10 20-0	.....	Libau	Got 5.07																
✦	146	LUMEN, <i>Murray.</i> (6.05) <i>ELECTR. 84-02</i> Petrol. in bulk.	I	3/3,L A.&C.P.	1.1.	G 3m 2 P	2402 1555 2314	Ang	89 V.05	Sir W.G. Armstrong, Mitchell & Co Low-Walker	A-F; <i>hél</i> : 12 <i>comp</i> ; G. 9m75; R. A. 5 t; (WT. calc A. 190 t; WB. E. & B. 119 t; C. N. 67 t.); 1 p. A; 1 p. F; grp. 93; rp-car. 1.07.	89.61 294-0	11.50 37-9	8.08 26-6	70 $\frac{1}{2}$ $\frac{74}{2}$ 76 $\frac{1}{2}$	Liverpool	Ph'd. 3.07																
✦	147	LUNA, <i>Riemschüssel.</i> (5.04)	I	3/3,G A.&C.P.	1.1.	Glt	468 279 394	Alm	92 V.04	Act.-Ges. Weser Bremen	A; <i>hél</i> : 5 <i>comp</i> ; R. 11m66; G. 6m60; (WB. A. 49 t; C. N. 29 t.); 1 p. F; rp. 06; car. 9.06.	48.46 159-0	7.32 24-0	3.62 11-1	.....	Bremen	Libk. 9.06																
✦	148	LUSSIN, <i>Tadin.</i> (6.93) <i>ELECTR.</i>	I	—	—	Glt	253 133 166	Aut	93	Howaldtswerke Kiel	A; <i>hél</i> : 5 <i>comp</i> ; $\frac{1}{2}$ D. 18m50; R. 6m; G. 5m; (WB. E. & A. 24 t.); 1 p. A.	39.00 128-0	6.05 19-10	3.38 11-1	.....	Lissa	Kiel 93																
✦	149	LUX ( <i>ex-Le-Lion</i> ), <i>Grey.</i> (6.06) <i>ELECTR.</i> Petrol. in bulk.	I	3/3,L A.&C.P.	1.1.	G 3m 2 P	2621 1634 2340	Ang	93 V.06	Forges & Chantiers Le Havre	A; <i>hél</i> : 12 <i>comp</i> ; D. 26m00; R. 4m30; G. 14m50 (WB. E. 40 t; C. R. 75t.); 2 p. A; grp. 02; rp. 06; car. 7.07.	85.75 281-5	12.13 39-9	8.28 27-2	64 68 70	London	Card. 7.07																
✦	150	LUXOR, ..... (2.95)	I	—	—	Glt 2 P	3648 2357 3033	Alm	95	Wigham Richard- son & Co Newcastle o/T	A; <i>hél</i> : 7 <i>comp</i> ; D. 59m74; G. 17m07; (WB. cell. 644 t.); 2 p. A.	103.71 340-3	13.49 44-3	7.64 25-2	.....	Hamburg	N-C. 95																
✦	151	LUZON, ..... (4.02) <i>ELECTR.</i>	I	—	—	2 m 1 P-B	2582 2778	Amr	02	Chicago Shipbuilding Co South-Chicago (Ill)	A; <i>hél</i> : 4 <i>comp</i> ; (WB. cell.).	105.46 346-0	14.67 48-2	7.32 24-0	.....	Cleveland	Clv. 02																
•	152	LYCOURGOS ( <i>ex-Alexan- dros-Mavrogenis</i> ), <i>Karou- lias.</i> (8.05)	II	3/3,M	1.1.	Glt 2 P	218 133	Tre	91 V.00	Vulcan Works Pirée	A; <i>hél</i> : 5 <i>comp</i> ; D. 10m66; R. G. 9m14; 2 p. P; rp-car. 8.05.	39.62 130-0	6.10 20-0	3.35 11-0	.....	Vatty (Samos)	Pir. 8.05																

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS	
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS		STROKES in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	SHELL Diamet.   Length — IN METERS IN FEET AND INCHES	Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION					
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES							NUMBER	grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.				
10	20		22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
145	Nobel freres	•	Comp. (5.05)	2	53 - 114 21 - 45 PS. 5.07	66 26	130 540 90	Motala Mekaniska Werkstadt Motala 1886	Got. 5.07	•	2 C	3.12 10-3	2.67 8-9	4 50	149 1604	8.7 125	Lindholmens Meka- niska Werkstad Gothembourg 1905	Stkh. 5.05 v. c. 5.05	
146	Lumen Steamship Co Ltd (H.E. Moss & Co)	✠	Tr. Exp. (8.99)	3	53 - 89 - 145 21 - 35 - 57 PS. n. 3.02; v. 6.05	91.4 36	250 1200 75	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1889	N-C. 6.05	✠	2 C	4.27 14-0	3.35 11-0	6 107	373 4022	11.2 160 7-100	R. & W. Hawthorn, Leslie & Co Ltd Newcastle o/T. 1899	N-C. 6.05 P.C. 8.06 v. c. 6.05	
147	Dampfschiffahrts-Ge- sellschaft « Neptun »	✠	Comp. 5.04,	2	50 - 80 19.6 - 31.5 PS. n. 02; v. 7.06	55 21.6	65 260 110	Act.-Ges. Weser Bremen 1892	Lbk 7.06	✠	1 C	2.98 9-9	3.05 10-0	2 28	99 1065	7 100	Act.-Ges. Weser Bremen 1892	Stt. 04 v. c. 04	
148	Serafino Topic & Co	✠	Tr. Exp. (6.93)	3	30 - 48 - 75 11.8 - 19 - 29.6	40 15.8	260 150	Howaldtswerke Kiel 1893	.....	✠	1 C	2.70 8-10	2.88 9-5	2 23	2.10 100	12 170	Howaldtswerke Kiel 1893	Kiel 93	
149	Lux Navigation Co Ltd (Lane & Macandrew)	✠	Tr. Exp. 6.06)	3	60 - 90 - 140 23.6 - 35.4 - 55 PS. 6.06	120 47.3	300 1200 60	Forges & Chantiers de la Méditerranée Le Havre 1893	Card. 7.07	✠	2 C	4.54 14-11	3.35 11-0	6 123	11.48 4108	332 160 7-100	Caillard & Co Le Havre 1902	N-C. 6.06 v. c. 6.06 P.C. 6.06	
150	Deutsche Dampfschiff- fahrts Gesellschaft « Kosmos »	✠	Qu. Exp. (2.95)	4	52-75-110-160 20.5-29.5-43.5-63	107 42	350 1450 70	Wigham Richard- son & Co Newcastle-on-Tyne 1895	.....	✠	3 C	3.85 12-8	3.35 11-0	9 131	12.16 4299	399 200	Wigham Richard- son & Co Newcastle-on-Tyne 1895	N-C. 95	
151	E. D. Carter	✠	Tr. Exp. (4.02)	3	51 - 85 - 131 20 - 33.5 - 55	102 40	120 1250 90	Chicago Shipbuild- ing Co South-Chicago 1902	.....	✠	2 C	3.80 12-6	3.50 11-6	4 82	7.62 3648	339 175	John Mohr & Sons South-Chicago 1902	Clv. 02	
152	Société Samiote	•	Comp. (8.05)	2	44.5 - 81 17.5 - 32 PS. 8.05	56 22	50 120 120	Mc Dowald & Bar- bour Pirée 1891	Pir. 12.06	•	1 C	3.20 10-6	2.89 9-6	2 121	11.27 4262	396 100 3.3-47	Vulcan Works Pirée 1891	Pir. 12.06 P.C. 12.06 v. c. 8.05	

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CIREUX EN MÈTRES EN PIEDS & POUCES	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et LATF de la DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.											U.
	DATE DU TERME																			
	1	2	3																	
✝	1	M.-ANDREWS, .... (3.07) ELECTR.	■	3/3, Lakes	1.1.	—	—	Am	07	American Shipl. Co Cleveland	A; hél; 4 comp; (WB. DB. & shla tanks)	162.10 532-0	17.07 56-0	9.44 31-0	.....	Fairport	Clv. 3.07			
✝	2	M.-DAVIDSEN, Hansen. (6.06)	■	3/3, P	1.1.	Gl 2 P-H	209 100 142	Dan	91 V.06	Helsingørs Jernskib og Maskinbyggeri Elseneur	A; hél; 6 comp; awningd.; D 38 t; G 74 t; (WB.E. 6 t.); 2 p.P.; grp.01; rp.07; car.9.07.	39.50 127-0	5.65 20-2	4.90 9-6	.....	Nexø	Cph. 9.07			
✝	3	M.-O.-P.-113-C, Water- Drague. borg. (12.06)	■	3/3, R A.&C.P.	1.1.	1 m	216 61 203	Arg	06	J. & K. Smit Kinderdijk	A; 2 hél; 7 comp; 1 p. A.	36.00 118-1	6.50 21-4	3.00 9-10	.....	Buenos-Ayres	Rd. 12.06			
✝	4	M.-O.-P.-106-B, ..... Remorqueur. ELECTR. (9.00)	⊖	—	—	2 m	126 46 106	Arg	00	J. & K. Smit Kinderdijk	A; 2 hél; 6 comp; (WB. C. X. C. R.); 1 p. A.	40.00 131-3	5.20 17-0	3.00 9-10	.....	Buenos-Ayres	Rd. 06			
✝	5	M.-O.-P.-107-B, ..... Remorqueur. (9.00)	⊖	—	—	2 m	122 41 111	Arg	00	Maatschappij de Maas Rotterdam	A; 2 hél; 6 comp; (WB. C. X. C. R.); 1 p. A.	30.00 98-5	5.50 18-0	2.80 9-2	.....	Buenos-Ayres	Rd. 06			
✝	6	M.-O.-P.-108-B, ..... Remorqueur. (9.00)	⊖	—	—	2 m	122 41 111	Arg	00	Maatschappij de Maas Rotterdam	A; 2 hél; 6 comp; (WB. C. X. C. R.); 1 p. A.	30.00 98-5	5.50 18-0	2.80 9-2	.....	Buenos-Ayres	Rd. 06			
✝	7	M.-O.-P.-109-B, ..... Bateau à gaz. (7.04)	■	3/3, F A.&C.P.	1.1.	2 m	130 49	Arg	04	A. F. Smulders Rotterdam	A; 2 hél; 6 comp.	30.00 98-5	5.50 18-0	2.90 9-6	.....	Buenos-Ayres	Rd. 04			
✝	8	M.-O.-P.-110-B, ..... Bateau à gaz. (9.04)	■	3/3, P A.&C.P.	1.1.	2 m	130 49	Arg	04	A. F. Smulders Rotterdam	A; 2 hél; 6 comp.	30.00 98-5	5.50 18-0	2.90 9-6	.....	Buenos-Ayres	Rd. 04			
✝	9	M.-O.-P.-212-B, ..... ELECTR. Remorqueur. (7.04)	■	3/3, R A.&C.P.	1.1.	1 m	127	Arg	04	Werf Conrad Haarlem	A; 2 hél; 5 comp.	27.00 88-7	5.60 18-4	3.00 9-10	.....	Buenos-Ayres	Am. 04			
✝	10	M.-O.-P.-213-B, ..... ELECTR. Remorqueur. (7.04)	■	3/3, R A.&C.P.	1.1.	1 m	127	Arg	04	Werf Conrad Haarlem	A; 2 hél; 5 comp.	27.00 88-7	5.60 18-4	3.00 9-10	.....	Buenos-Ayres	Am. 04			
✝	11	M.-O.-P.-222-B, Wijs- müller. (10.06) Remorqueur.	■	3/3, P A.&C.P.	1.1.	2 m	88	Arg	00	A. F. Smulder Schiedam	A; hél; 5 comp.	21.35 70-0	5.50 18-0	3.05 10-0	.....	Buenos-Ayres	Rd. 10.06			
✝	12	M.-O.-P.-223-B, Wettre. Remorqueur. (11.06)	■	3/3, P A.&C.P.	1.1.	2 m	88	Arg	00	A. F. Smulders Schiedam	A; hél; 5 comp.	21.35 70-0	5.50 18-0	3.05 10-0	.....	Buenos-Ayres	Rd. 11.06			

ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		TYPE	DATE DE CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons	Force nominale en chevaux vapeur	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS	NOMBRE	sur grille en m <sup>2</sup> carr. en pieds carr.	sur chaudière en m <sup>2</sup> carr. en pieds carr.	PRESSION en atm. en lb. par pouce carr.	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE			
					DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces						Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES										
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
1	Henry Steinbrenner	✠	Triple (3.07)	3	60 - 97 - 160 23.5-38-63	107 42	1765 83	American Shipb. Co Cleveland 1907	Civ. 3.07	✠	2 C	4.42 14-6	3.50 11-6	6 115	502 5400	12.6 180	American Shipb. Co Cleveland 1907	Civ. 3.07					
2	Det Östbornholmske Dampskibs-Selskab. (M. Sonne)	✠	Comp. (6.06)	2	56 - 104 22 - 41 PS. 9.07	53 21	64 350	Helsingörs Maskin- byggeri Elsinore 1891	Cph. 6.06	✠	1 C	3.45 11-4	2.95 9-8	2 39	124 1331	6.33 90	Helsingörs Maskin- byggeri Elsinore 1891	Cph. 6.07 v.c. 6.06					
3	Gouvernement Argentin	✠	Comp. (12.06)	2	32 - 63 12.5-25	46 18	200 170	Machine Fabriek Kinderdijk 1906	Rd. 12.07	✠	1 C	3.05 10-0	3.05 10-0	2 34	2.19 968	90 88	Machine Fabriek Kinderdijk 1906	Rd. 12.08					
4	Dirks & Dates	✠	Tr. Exp. (11.00)	3	23 - 36 - 61 9.5 - 14 - 34	30 12	500 200	Diepeveen, Lels & Smit Kinderdijk 1900	.....	✠	1 C	2.75 9-0	3.05 10-0	2 56	157 1692	12.6 180	Diepeveen, Lels & Smit Kinderdijk 1900	Rd. 00					
5	Dirks & Dates	✠	2 Comp. (9.00)	4	20 - 44 8 - 17	36 14	250 200	Maatschappij de Maas Rotterdam 1900	.....	✠	1 C	2.75 9-0	2.75 9-0	2 30	2.80 774	10.5 150	Maatschappij de Maas Rotterdam 1900	Rd. 00					
6	Dirks & Dates	✠	2 Comp. (9.00)	4	20 - 44 8 - 17	36 14	250 200	Maatschappij de Maas Rotterdam 1900	.....	✠	1 C	2.75 9-0	2.75 9-0	2 30	2.80 774	10.5 150	Maatschappij de Maas Rotterdam 1900	Rd. 00					
7	Gouvernement Argentin	✠	2 Comp. (7.04)	4	27 - 60 10.5 - 15.2	35 14	300 142	A. F. Smulders Rotterdam 1904	Rd. 04	✠	1 C	3.00 9-10	3.12 10-3	2 32	2.00 968	90 156	A. F. Smulders Rotterdam 1904	Rd. 04					
8	Gouvernement Argentin	✠	2 Comp. (9.04)	4	27 - 60 10.5 - 12.5	35 14	300 142	A. F. Smulders Rotterdam 1904	Rd. 04	✠	1 C	3.00 9-10	3.12 10-3	2 32	2.00 968	90 156	A. F. Smulders Rotterdam 1904	Rd. 04					
9	Gouvernement Argentin	✠	2 Comp. (7.04)	4	26 - 42 10 - 17	35 14	250 220	Gebr. Stork & Co Hengelo 1904	Am. 04	✠	1 C	2.90 9-6	3.06 10-0	2 36	3.39 975	90 118	Gebr. Stork & Co Hengelo 1904	Am. 04					
10	Gouvernement Argentin	✠	2 Comp. (7.04)	4	26 - 42 10 - 17	35 14	250 220	Gebr. Stork & Co Hengelo 1904	Am. 04	✠	1 C	2.90 9-6	3.06 10-0	2 36	3.39 975	90 118	Gebr. Stork & Co Hengelo 1904	Am. 04					
11	Gouvernement Argentin	✠	Comp. (11.06)	2	38 - 76 15 - 30	40 16	250 150	A. F. Smulders Schiedam 1906	Rd. 11.06	✠	1 C	3.12 10-3	3.20 10-6	2 35	3.23 1075	100 120	A. F. Smulders Grace-Berleur 1906	Rd. 11.06					
12	Gouvernement Argentin	✠	Comp. (11.06)	2	38 - 76 15 - 30	40 16	250 150	A. F. Smulders Schiedam 1906	Rd. 11.06	✠	1 C	3.12 10-3	3.20 10-6	2 35	3.23 1075	100 120	A. F. Smulders Grace-Berleur 1906	Rd. 11.06					



## MAD

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY										
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.																				
	DATE OF TERM																											
	1	2	3																4	5	6	7	8	9	10	11	12	13
✠	13	M.-O.-P.-224-B, Visser. Remorqueur. (1.07)	■	3/3,P A.&C.P.	1.1.	2 m	—	88	Arg	06	A. F. Smulders Schiedam	A; hél; 5 comp.	21.35 70-0	5.50 18-0	3.05 10-0	.....	Buenos-Ayres	Rd. 1.07										
✠	14	M.-O.-P.-323-B, ..... ELECTR. (7.04)	■	3/3,R A.&C.P.	1.1.	2 m	—	812	Arg	04	Werf Conrad Haarlem	A; hél; 9 comp.	56.45 185-3	9.50 31-2	5.00 16-5	.....	Buenos-Ayres	Am. 04										
✠	15	M.-O.-P.-326-B, ..... ELECTR. Drague. (7.04)	■	3/3,R A.&C.P.	1.1.	2 m	—	812	Arg	04	Werf Conrad Haarlem	A; hél; 9 comp.	56.45 185-3	9.50 31-2	5.00 16-5	.....	Buenos-Ayres	Am. 04										
✠	16	M.-O.-P.-327-B, ..... ELECTR. Drague. (7.04)	■	3/3,R A.&C.P.	1.1.	2 m	—	812	Arg	04	Werf Conrad Haarlem	A; hél; 9 comp.	56.45 185-3	9.50 31-2	5.00 16-5	.....	Buenos-Ayres	Am. 04										
✠	17	M.-O.-P.-C.-16, ..... ELECTR. Drague. (7.04)	■	3/3,R A.&C.P.	1.1.	1 m 2 P	—	989	Arg	04	Werf Conrad Haarlem	A; 2 hél; 10 comp.	60.00 196-10	11.00 36-1	5.00 16-5	.....	Buenos-Ayres	Am. 04										
✠	18	MAASHAVEN, de Boer. (2.07)	■	3/3,L A.&C.P.	1.1.	2 m	—	2609 1689 2426	P.B	07	Bonn & Mees Rotterdam	A; hél; 6 comp; R. 20m32; G. 9m07; (WB. 645 t.); rp.07.	92.96 305-0	13.56 44-6	7.21 23-8	51½ 55 57	Rotterdam	Rd. 6.07										
✠	19	MAASSTROOM, Faber. ELECTR. (12.04)	■	3/3,A A.&C.P.	1.1.	2 m 2 P	—	1034 529 848	P-B V.04	00	Rykee & Co Rotterdam	A; hél; 6 comp; D. 9m14; R. 7m03; G. 10m97; (WB. cell. 215 t.; C. N. 18 t.; C. R. 4 t.); 2 p. A; car. 4.07;rp.03.	69.49 228-0	10.05 33-0	5.33 17-6	.....	Amsterdam	Am. 4.07										
✠	20	MCDUGALL, .....(10.00)	■	—	—	—	—	562 383	Amr	00	St-Louis Steel Barge Co St-Louis (Mo)	A; 2 hél; 6 comp.	51.21 168-0	9.75 32-0	3.35 11-0	.....	St-Louis (Mo)	Clv. 00										
✠	21	MACHEW, Harjes. (1.99)	■	—	—	Glt 2 P	—	1600 996 1470	Alm V.99	94	Fairfield Shipbuild- ing & Engineering Co Ltd Glasgow	A; hél; 6 comp; R. R. 10m97; R. 6m70; R. N. 4m87; G. 12m50; (WB. 252 t.; C. N. 24 t.; C. R. 16 t.); 1½ p. A; rp-car.12.01.	82.29 270-0	11.17 36-8	6.60 21-8	==	Bremen	H-K. 01										
✠	22	MADELEINE, ..... (3.07) Chalutier.	■	3/3,G A.&C.P.	1.1.	Kt	—	286 101 260	Frg	07	Chantiers de France Dunkerque	A; hél; 4 comp; (WB. 35 t.).	42.00 137-10	7.00 23-0	3.58 11-9	.....	Boulogne s/Mer	Dk. 3.07										
✠	23	MADELEINE (ex-Ikuna), Finkernagel. (10.05)	■	3/3,P A.&C.P.	1.1.	2 m	—	93 51 92	Frg	91 V.05	C. Voss & Sohn Stettin	A; hél; 4 comp; ¼ D. 11m60; car. 10.05.	30.80 101-1	4.78 15-8	2.05 6-9	.....	Le Havre	Hv.10.05										
✠	24	MADONNA, Pary. (1.07)	■	3/3,L A.&C.P.	1.1.	2 m 3 P-B-S	—	5537 3130 4412	Frg	05	Swan, Hunter & Wigham Richardson Ltd Low-Walker	A; 2 hél; 8 comp; spard; D. 13m33; R. 48m26; G. 19m20; (WB. cell. 695 t.); 3 p. A; rp-car. 1.07.	131.16 430-4	14.65 48-1	8.97 29-5	96 101	Marseille	Mrs.7.07										

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS										
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal as indicated in revolutions		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY			NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION												
					DIAMETERS — IN CENTIMETERS IN INCHES										Diamet.   Length — IN METERS IN FEET AND INCHES		NUMBER	grate surface in sq. meters in s. feet														
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38													
13	Gouvernement Argentin	✠	Comp (1.07)	2	38 - 76 15 - 30	40 16	250 150	A. F. Smulders Schiedam 1906	Rd. 7.07	✠	1 C	3.12 10-3	3.20 10-6	2	3.23 35	100 1075	8 4 120	A. F. Smulders Grâce-Berleur 1906	Rd. 1.07													
14	Gouvernement Argentin	✠	Tr. Exp. (7.04)	3	39 - 58 - 88 15 - 23 - 35	60 24	120 600 160	Gebr. Stork & Co Hengelo 1904	Am. 04	✠	2 C	3.00 9-10	3.15 10-4	4	7.08 76	210 2256	10.2 145 10.2-145	Gebr. Stork & Co Hengelo 1904	Am. 04													
15	Gouvernement Argentin	✠	Tr. Exp. (7.04)	3	39 - 58 - 88 15 - 23 - 35	60 24	120 600 160	Gebr. Stork & Co Hengelo 1904	Am. 04	✠	2 C	3.00 9-10	3.15 10-4	4	7.08 76	210 2256	10.2 145 10.2-145	Gebr. Stork & Co Hengelo 1904	Am. 04													
16	Gouvernement Argentin	✠	Tr. Exp. (7.04)	3	39 - 58 - 88 15 - 23 - 35	60 14	120 600 160	Gebr. Stork & Co Hengelo 1904	Am. 04	✠	2 C	3.00 9-10	3.15 10-4	4	7.08 76	210 2256	10.2 145 10.2-145	Gebr. Stork & Co Hengelo 1904	Am. 04													
17	Gouvernement Argentin	✠	2Tr.Exp. (7.04)	6	35 - 53 - 80 14 - 21 - 31.5	60 24	180 900 165	Gebr. Stork & Co Hengelo 1904	Am. 04	✠	3 C	3.20 10-6	3.30 10-10	6	12.78 137	390 4191	10.2 145 10.2-145	Gebr. Stork & Co Hengelo 1904	Am. 04													
18	Maatschappij S. S. « Maashaven » (Gebr. Van Uden)	✠	Triple (2.07)	3	58 - 91 - 157 23-36-62	99 39	1200 70	Koninkl. Mij de Schelde Flessingue 1907	Rd. 2.07	✠	2 C	4.34 14-3	3.07 10-0	6	10.04 108	329 3536	11.2 160 7-100	Koninkl. Mij de Schelde Flessingue 1907	Rd. 2.07													
19	Hollandsche Stoomboot Maatschappij	✠	Tr. Exp. (12.04)	3	51 - 84 - 140 20 - 33 - 55 PS. 4.07	91 36	1300 100	Mij voor Scheeps- bouw Rotterdam 1900	Am. 4.07	✠	2 C	4.42 14-6	3.20 10-6	8	14.60 157	374 4022	11.2 160 5.6-80	Mij voor Scheeps- bouw Rotterdam 1900	Am. 04 v.c. 04 P.C. 04													
20	St. Louis Steel Barge Co	.	2 Comp. (10.00)	4	41 - 86 16 - 34	66 26	650 130	S. F. Hodge & Co Detroit (Mich.) 1900	.....	.	2 C	3.35 11-0	3.35 11-0	4	7.44 80	— —	10.5 150	Wukes Bros. Saginaw (Mich.) 1900	Civ. 00													
21	Norddeutscher Lloyd	✠	Tr. Exp. (1.99)	3	56 - 91 - 145 22 - 36 - 57	107 42	250 1350 82	The Fairfield Ship- building & Engi- neering Co Ltd Glasgow 1894	.....	✠	2 C	4.11 13 6	2.94 9-8	6	10.00 112	316 3398	11.2 160	The Fairfield Ship- building & Engi- neering Co Ltd Glasgow 1894	H-K. 99 v.c. 99													
22	François Fourny & Co	✠	Triple (3.07)	3	33 - 56 - 89 13-22-35	61 24	125 500 110	Chantiers de France Dunkerque 1907	Dk. 3 07	✠	1 C	3.76 12-4	3.20 10-6	2	3.91 42	138 1484	14 200	Chantiers de France Dunkerque 1907	Dk. 3.07													
23	Albert Chauvin (à Paris)	.	Comp. (10.05)	2	33 - 6 13 - 26	35 15	150 160	Botje, Ensing & Co Groningen 1891	Hv. 10.05	.	1 C	2.40 7-11	2.60 8-6	2	2.15 23	46 491	7.5 107	Botje, Ensing & Co Groningen 1891	Hv. 10.05 v.c. 10.05													
24	Cie Française de Navi- gation à Vapeur (Cyp. Fabre & Co)	✠	2Tr.Exp. (4.05)	6	71 - 109 - 175 28 43 - 69	114 45	900 4750 90	Swan, Hunter & Wi- gham Richardson Ltd Low-Walker 1905	N-C. 4.05	✠	6 C	4.88 16-0	3.50 11-6	18	40.50 43 3	1556 16752	12 170	Swan, Hunter & Wi- gham Richardson Ltd Low-Walker 1905	N-C. 4.05													

SURVEILLANCE SPECIAL	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT N. M. DE POSTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS				LONGUEUR	LARGEUR	CREUX	FRANC (ETÉ D'IVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU ou DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.													
	DATE DU TERME			U.					EN MÈTRES													
	1	2	3	4	5	6		7	8				9	10	11	12						
✠	25	MADURA, de Wijn. ELECTR.	(1.07)	I	3/3, L A.&C.P.	1.1. 2 P-B-S	Glt 2 P-B-S	3351 2594 3186	P-B	97 V.07	Ned. Scheepsbouw Mij Amsterdam	A: hél; 7 comp; spard; R. 23m17; G. 10m66; WB. cell. 500 t.; 1 p. A. 1 p. PP; car. 9.07.	98.40 322-9	13.50 44-4	8.39 27-6	87 91 1/2 93 1/2	Amsterdam	Am. 9.07				
✠	26	MAETSUIJCKER, Heinis. ELECTR.	(6.03)	I	3/3, G A.&C.P.	1.1. 3 P-A	Glt 3 P-A	1326 827 254	P-B	90 V.03	Maatschappij de Schelde Flessingue	F: hél; 6 comp; shaded; 2 p. T; 1 p. PP; car. 6.05; rp. 02.	76.20 250 0	10.25 33-8	5.18 17-0	.....	Batavia	Btv. 6.05				
✠	27	MAGDELEINE, Gournay. Chalutier.	(4.07)	I	3/3, P A.&C.P.	1.1. 2 m	2 m	100 241	Frç	07	Bonn & Mees Rotterdam	A: hél; 4 comp; (WB. 25 t.).	41.55 135-5	6.68 21-11	3.82 12-6	.....	Boulogne s/Mer	Rd. 3.07				
✠	28	MAGELLAN, Loquen. ELECTR.	81-04(12.04)	I	3/3, L A.&C.P.	1.1. 2 m 3 P-S	2 m 3 P-S	6265 3826	Frç	04	Chantiers de Penhoët St-Nazaire	A: hél; 9 comp; spard.; R. 7m85; 25m60, 10m, 3m80; (WB. cell. 930 t; cales 1592 t; C.R. 105 t; C.A. 177 t.).	122.66 400-6	15.46 50 0	10.93 35-10	.....	Dunkerque	Nt. 04				
	29	MAGURELLO, .....	(8.99)	I	—	—	1 m	53 61	Rmn	99	Chantier Danubius Budapest	A: hél; 5 comp.	32.00 105-0	5.00 16-5	1.97 6-6	.....	Turnu Severin	Bdp. 99				
	30	MAHALLAH (ex-Nyanza), Seely.	(9.04)	II	3/3, G	1.1. 2 m 2 P	2 m 2 P	1221 578 1076	Ang	64 V.04	M. Pearse & Co Stockton	F: hél; 5 comp; rp. 04; car. 10.05.	67.02 219-11	9.33 30-8	6.54 21-6	.....	Londres	Alx. 10.05				
✠	31	MAIDZURU-MARU (ex-Con- tinental), .....	(12.94)	I	—	—	Glt 2 P-S	785 977	Jap	91 V.94	Sir W.G. Armstrong, Mitchell & Co Newcastle o/T.	A-F: hél; 5 comp; spard; R. 7m93; (WB. cell. 187 t); 1 p. T; 1 p. A; car. 12.94.	62.48 205-0	9.24 30-4	5.97 19-7	==	Osaka	H-K. 94				
✠	32	MAINE, Kernaonat. ELECTR.	(3.04)	I	3/3, P A.P.	1.1. Glt	Glt	197 421	Frç	00 V.04	de la Brosse & Fouché Nantes	A: 2 hél; 5 comp; 1 D. 8m50; R. 14m30; 1/2 G. 8m50; (WB. C. R. 29 t.; C. A. 31 t.); 1 p. A; rp-car. 5.66.	50.51 165-8	7.43 24-4	3.84 12-7	27 28 30	Rouen	Rn. 5.06				
✠	33	MAINZ, Zimmermann. Trawler.	(9.05)	I	3/3, G A.&C.P.	1.1. Glt	Glt	157 42	Alm	97 V.05	Bremer Vulkan Vegesack	A: hél; 6 comp; R. 10m; (WB. A. 10 t); rp-car. 9.05.	32.31 106 0	6.40 21-0	2.93 9-7	.....	Bremen	Wes. 9.05				
✠	34	MAJA, Iversen. ELECTR.	(8.06)	I	3/3, G A.&C.P.	1.1. 2 m	2 m	369 223 264	Dan	90 V.00	Helsingørsk Jernskibs og Maskinbyggeri Elseneur	A: hél; 5 comp; cell.; 1 D. 22m80; R. 4m88; G. 6m70; (WB. E. & B. 39 t; C. R. 12 t; C. A. 8 t.); 1 p. F; rp-car. 8.06.	44.40 143 6	7.10 23-4	3.38 11-1	.....	Copenhagen	Cph. 8.06				
✠	35	MAKRELE, Stoffers. Trawler.	92-07(10.07)	I	3/3, G	1.1. Glt	Glt	26 122	Alm	87 V.07	J. W. Wencke Bremerhaven	F: hél; 4 comp; p. S; grp-car. 10.07.	30.66 100-6	6.24 20-5	3.30 10-8	.....	Geestemünde	Wes. 10.07				
✠	36	MALAGA, Hermansson. 89-04 (6.07)		II	3/3, G	1.1. Glt 1 P-B	Glt 1 P-B	936 680 828	Sds	82 V.07	Bergsunds Mekanis- ka Verkstad Stockholm	F: hél; 6 comp; R. 13m40; G. 7m70; (WT.); 1 p. P; car. 6.07; rp. 07.	62.3 204-5	8.9 29-2	5.48 18-0	.....	Gothembourg	Got. 6.07				

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
19	20	SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons en centimètres en pouces	Force nominale en chevaux	NOMBRE de tours	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	surf. de chauffe en mètres carrés en pieds carrés	PRESSION en atmosphères	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES
21	22					23	24									25	26						
25	Stoomvaart Maatschap- pij « Nederland »	+	Tr. Exp.	(1.07)	3	61 - 91.4 - 152	107	300			Ned. Fabrik Amsterdam 1897	Am. 1.07	+	2 C	4.72	3.18	6	12.30	442	12.6	Ned. Fabrik Amsterdam 1897	Am. 1.07	
						24-36-60	42	1500								15-6	10-5	132	4756	180- 12-6.180		P. c. 1.07	
26	Koninklijke Paketvaart Maatschappij	+	Tr. Exp.	(6.03)	3	51 - 79 - 180	107	200			Maatschappij de Schelde Flessingue 1890	Btv. 6.03	+	2 C	4.16	3.05	6	9.47		11.2	Maatschappij de Schelde Flessingue 1890	Btv. 6.03	
						20-31-51	42	1100								13-8	10-0	102		160		P. c. 03	
27	Pecheries Lilloises (M. Lemaire & Co, à Lille)	+	Triple	(4.07)	3	33 - 55 - 89	61				Alblasserdamsche Machinefabrik Alblasserdam 1907	Rd. 4.07	+	1 C	3.76	3.05	2	3.53	122	12.6	Alblasserdamsche Machinefabrik Alblasserdam 1907	Rd. 4.07	
						13-21.5-35	24	425								12-4	10-0	38	1315	180			
28	A. D. Bordes & fils	+	Tr. Exp.	(12.04)	3	71 - 117 - 196	129	550			Ateliers de Penhoët St-Nazaire 1904	Nt. 7.05	+	4 C	4.57	3.20	12	23	860	12.6	Ateliers de Penhoët St-Nazaire 1904	Nt. 7.05	
						28-46-77	50.5	3200								15-0	10-6	247	9247	180- 12.6.180			
29	Navigation Fluviale Roumaine (à Bucarest)	•	Comp.	(8.99)	2	40 - 63	40				Chantier Danubius Budapest 1899	.....	•	1 C	2.60	2.60	2	2.40	75	9	Chantier Danubius Budapest 1899	Bdp. 99	
						16-25	16	175								8-6	8-6	26	806	128			
30	Khedivial Mail S. S. & Graving Dock Co Ltd	•	Comp.	(9.04)	2	109 - 191	84	200			J. & G. Rennie London 1871	Alx. 10.05	•	2 CD	3.20	4.72	8	16	280	4	Day Summers & Co Southampton 1882	Alx. 10.05	
						43-75	33	960								10-6	15-6	172	3011	57		P. c. 04	
						PS. 9.04		60												5-71		P. c. 10.05	
31	Osaka Shosen Kabushiki Kaisha	+	Tr. Exp.	(12.94)	3	43 - 71 - 117	76	120			North Eastern Ma- rine Engs Co Ltd Sunderland 1891	.....	+	2 C	3.12	2.97	4	4.64		11.2	North Eastern Ma- rine Engs Co Ltd Sunderland 1891	H-K. 94	
						17-28-46	30	500								10-3	9-9	50		160		P. c. 94	
32	Compagnie Maritime de la Seine.	+	2 Comp.	(3.04)	4	45 - 76	42	150			de la Brosse & Fou- ché, Nantes 1900	Paris 04	+	2 C	2.93	3.09	4	6.32	182	7	de la Brosse & Fou- ché, Nantes 1900	Rn. 8.07	
						18-30	17	600								9-8	10-2	68	1955	100		P. c. 04	
						PS. 3.04		170															
33	Deutsche Dampffische- rei-Gesellschaft « Nordsee »	+	Comp.	(9.05)	2	38 - 70	55				Bremer Vulcan Vegesack 1897	Wes. 9.05	+	1 C	3.00	2.74		2.80	94	8	Bremer Vulcan Vegesack 1897	Wes. 9.05	
						15-27.5	21.7	250								9-10	9-0	30	1011	114		P. c. 9.05	
						PS. 9.05		100															
34	Det Forenede Damp- skibs-Selskab	+	Comp.	(8.06)	2	48 - 89	53	54			Helsingørs Maskin- byggeri, Elsinore 1890	Cph. 7.07	+	1 C	3.05	2.71	2	2.69	86	6.33	Helsingørs Maskin- byggeri, Elsinore 1890	Cph. 7.07	
						19-35	21	270								10-0	8-11	29	928	90		P. c. 7.07	
						PS. 7.07																P. c. 8.06	
35	C. G. Ahlers (in Bremerhaven)	+	Comp.	(10.07)	2	44 - 78	47	55			Aron & Gollnow Stettin 1887	Wes. 10.07	+	1 C	2.72	2.74	2	2.40	86	6.5	F. W. Wencke Bremerhaven 1887	Wes. 10.07	
						17.3-30.6	18.5	220								8-11	9-0	26	928	92		P. c. 10.07	
						PS. n. 05; v. 10.07		120															
36	Förnyado Ångfartygs Aktiebolaget « Svenska Lloyd » (W. Frodi)	•	Comp.	(3.04)	2	64 - 115	75	100			Bergsunds Meka- niska Verkstad Stockholm 1882	Got. 6.07	•	2 C	2.50	2.95	4	5.95		5.0	Bergsunds Meka- niska Verkstad Stockholm 1882	Got. 6.07	
						25.3-45.2	29.6	350								8-8	9-8	64		70		P. c. 6.07	
						PS. n. 02; v. 6.07														41 58		P. c. 6.07	



## MAN

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY			
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.			U.	PORT OF BUILDING	PROPELLER	WATERTIGHT COMPARTMENTS							ERECTIONS ON DECK	WATERBALLAST, DECKS	REPAIRS
	DATE OF TERM																						
	1	2	3																				

+	37	MALANG, <i>Klijn.</i> (1.03) ELECTR.	I	3/3, L	1.1.	Glt	3527 2152 3392	P-B	98 V.03	Wigham Richardson & Co Low-Walker	A; <i>hél</i> ; 7 comp; spard; R. 22m56; G. 12m50; (WB. cell. 560 t.); 1 p. A; 2 p. b; car. 1.07.	101.80 334-0	13.46 44-2	8.70 28-6	80 92 1/2	Rotterdam	Rd. 1.07
.	38	MALANZA, ..... (7.95) Remorqueur.	I	—	—	1 m	14 7	Ptg	95	Dansey & Robinson London	A; <i>hél</i> ; 4 comp; p. P.	13.86 45-6	2.74 9-0	1.52 5-0	.....	San-Thomé	Ld. 95
+	39	MALMLAND, <i>Hansson.</i> (5.04) Turret.	I	3/3, L	1.1.	2 m 1 P-B	3649 2328 3029	Sds	04	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 8 comp; D. 9m17; G. 12m14; (WB. cell. 884 t.; scale 1003 t.; C. R. 10t.); rp-car. 6.07.	103.63 340-0	15.30 50-2	6.91 22-8	132 136	Gothembourg	Rd. 6.07
+	40	MALTE, <i>Benard.</i> (9.07) ELECTR.	I	3/3, L	1.1	2 m 3 P	8321 5606 7157	Frç	07	Swan, Hunter & W. Richardson Ld Wallsend	A; 2 <i>hél</i> ; 11 comp; D. 10m23; R. 55m30; G. 16m00; (WB. cell. 1362 t.; cales 1982 t.; C. R. 69 t.; C. A. 140 t.); 3 p. A.	147.21 483-0	16.96 55-8	10.36 34-0	112 1/2 119	Le Havre	N-C. 9.07
.	41	MALVINA, <i>Davoti.</i> (11.02)	I	3/3, G	1.1.	Glt 2 P-B-H	1218 751 1192	Frç	68 V.00	J. & G. Thomson Glasgow	F; <i>hél</i> ; 5 comp; awningd; R. R. 4m50; R. 3m55; 1 p. F; 1 p. P. 84; rp-car. 11.06.	72.3 237-4	9.3 30-6	7.58 24-10	.....	Marseille	Mrs. 11.06
+	42	MANCHE, <i>Féron.</i> (2.96) ELECTR. Drague.	II	—	—	...	467 233 454	Frç	91 V.96	Wm Simons & Co Renfrew	A; 2 <i>hél</i> ; 5 comp; G. 5m50; (WB. 70 t.); 1 p. F; rp-car. 3.97.	50.04 164-2	9.19 30-2	5.96 13-0	.....	Dieppe	Dp. 7.05
.	43	MANCHESTER, <i>Kelly.</i> (5.98)	C	—	—	Glt 2 P	2162 1611	Amr	89 V.98	Detroit Dry Dock Co Wyandotte	A-C; <i>hél</i> ; 4 comp; R. R. 14m02; R. N. 6m40; G. 7m32; centerboard; (WB. C. A; C. R. 800 t.); 2 p. P; car. 4.98.	85.64 281-0	12.50 41-0	6.10 20-0	.....	Milwaukee	Che. 98
.	44	MANGORO (ex-Annapolis), ELECTR. Ducroiset. (8.07)	I	3/3, L	1.1.	Glt	2064 1325 1865	Frç	89 V.07	Flensburger Schiffbau-Ges. Flensburg	A; <i>hél</i> ; 5 comp; (WB) spardeck; car. 6 07; rp. 07.	86.62 284 3	10.93 35-10	7.19 23-7	.....	Marseille	Mrs. 8.07
+	45	MANISTIQUE-MARQUETTE & NORTHERN-I, .... (4.03) ELECTR.	I	3/3, Lakes	1.1.	— 2 P-A	2933 1755	Amr	03	American Shipbuilding Co Cleveland	A; 2 <i>hél</i> ; 8 comp; awningd.	103.02 338-0	17.07 56-0	5.11 16-9	.....	Manistique	Civ. 03
+	46	MANITOU, <i>M'Intyre.</i> (4.02) ELECTR.	I	—	—	— 3 P-A	2944 1906 2391	Amr	93 V.02	Chicago Shipts Co Chicago	A; <i>hél</i> ; awningd; 8 comp; R. A; R. R. (WB. cell); 1 p. A; 2 p. P; car. 4.98.	83.69 274-7	12.70 42-2	6.30 20-8	.....	Duluth	Civ. 02
+	47	MANJA, <i>Ijungqvist.</i> (8.05)	I P. R.	3/3, G A.&C.P.	1.1.	2 m	1016 712 771	Sds	05	Lindholmens Werk stad Gothembourg	A; <i>hél</i> ; 5 comp; welldeck; 1 D. 12m35; R. 7m32; G. 3m45; (WB. cell. 280 t.; C. R. 31 t; C. A. 66 t.); rp-car. 9.06.	64.00 210-0	10.20 33-6	4.88 16-0	14 1/2 16 1/2 19 1/2	Gothembourg	N-C. 9.06
+	48	MANNHEIM, <i>Schau.</i> (10.04) ELECTR. 92-03 Petrol. in bulk.	I P. R.	3/3, L A.&C.P.	1.1.	Glt 2 P-T	3578 2288 3242	Alm	92 III 04	Sir W. G. Armstrong, Mitchell & Co Newcastle o/T	A-F; <i>hél</i> ; 11 comp; D. 24m38; R. 7m32; G. 5m84; (WB. E. & B. 170 t.; C. A. 140 t.); 1 p. A; 1 p. F; rp-car. 4.06.	100.58 330-0	13.10 43-0	9.07 29-9	.....	Hamburg	N-C 5.06

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		HORSE POWER INDICATED IN REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION						
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER grade surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet									
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
37	Rotterdamsche Lloyd (W. Ruys & Zonen)	✠	Tr. Exp. (1.03)	3	56 - 94 - 158 22 - 37 - 62 PS.n.4.06	107 42	293 1500 65	Wigham Richard- son & Co Newcastle o/T. 1898	Rd. 4.06	✠	2 C	4.65 15-3	3.35 11-0	6 12.35 133	456 4904	12.6 180	Wigham Richard- son & Co Newcastle o/T. 1898	Rd. 8.06 v.c.03					
38	Souza & Almeida	.	Comp. (7.95)	2	15 - 31 -6 - 12	20 8	8 30 222	G. N. Tanner London 1895	.....	.	1 C	1.45 4-9	1.75 5-9	1 0.69 7.5	135 1453	7 100	Abbott Newark 1895	Ld. 95					
39	A. Broström & Co	✠	Tr. Exp. (5.04)	3	66 - 107 - 172 26 - 42 - 68 PS.n.06;v.6.07	107 42	313 1350 66	W. Doxford & Sons Ld Sunderland 1904	Rd. 6.07	✠	2 C	4.80 15-9	3.35 11-0	6 10.03 108	456 4906	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1904	N-C. 04					
40	Chargeurs Réunis	✠	2 Triple (9.07)	6	65 - 109 - 178 25.5-43-70	122 48	1032 5800 90	Wallsend Slipway & Eng. Co Ld Wallsend 1907	N-C. 0.07	✠	6 C	4.65 15-3	3.58 11.9	18 34 366	1455 15660	14 200	Wallsend Slipway & Eng. Co Ld Wallsend 1907	N-C. 9.07					
41	Compagnie Générale Transatlantique (à Paris)	.	Comp. tand. (11.05)	4	62 - 138 24.4 - 54.2 PS. 7.05	91.4 36	250 1000	J. & G. Thomson Glasgow 1868 re. 1873	Mrs. 05	✠	2 C	4.20 13-10	3.05 10-0	6 12.20 131	317 3409	5.5 78 4-57	Cie Générale Trans- atlantique St-Nazaire 1893	Mrs. 05 v.c.05					
42	Administration des Ponts et Chaussées	✠	2 Comp. (2.96)	4	38 - 76 15 - 30	53 21	80 450 130	W. Simons & Co Renfrew 1891	.....	✠	2 C	2.90 9-6	3.10 10-2	4 6.40 69	143.32 1541	8 114	Dubus & Dupont Le Havre 1899	Hv. 99 v.c.96					
43	Inter Ocean Transporta- tion Co	.	Tr. Exp. (5.98)	3	51 - 81 - 137 20 - 32 - 54	107 42	1200 85	Samuel F. Hodge Detroit 1889	.....	.	2 C	3.66 12-0	3.35 11-0	6 9.47 102	336 3620	11.2 160	Lake Erie Boiler Works Buffalo 1889	Chc. 93 v.c.98					
44	Cie d'Armement Colonial	.	Triple (8.07)	3	57-89-162 22-35-64	107 42	325 1300 70	Flensburger Schiffsbau-Ges. Flensburg 1888	Mrs.8.07	.	2 C	3.09 10-1	4 30 14-1	6 425 4575	11.5 164	Flensburger Schiffsbau-Ges. Flensburg 1888	Mrs.8.07 p.c.8.07 v.c.8.07						
45	Manistique, Marquette & Northern R. R. Co	✠	2Tr.Exp. (4.03)	6	60 - 94 - 157 23.5-37-62	91 36	4000 110	American Ship- building Co Cleveland 1903	.....	✠	6 C	4.19 13-9	3.66 12-0	18 35.15 378	1173 12618	12.3 175	American Ship- building Co Cleveland 1903	Clv. 03					
46	Manitou S.S. Co	✠	Tr.Exp. (4.02)	3	58 - 96 - 157 23 - 38 - 62	91 36	350 2500 100	Cleveland Shipb Co Cleveland 1893	.....	✠	2 C	3.35 11-0	6 40 21-0	6 12.63 136	464 5000	11.2 160	Cleveland Shipb Co Cleveland 1893	Clv. 02 v.c.02					
47	Ånfartygs-Aktiebolaget « Vider » (H. Grebst)	✠	Tr. Exp. (3.05)	3	41 - 67 - 112 16 - 26.5 - 44	76 30	600 90	Lindholmens Werk- stad Gothembourg 1905	Got. 3.05	✠	C 2	3.28 10-9	2.81 9-3	4 5.77 62	178 1910	13 187	Lindholmens Werk- stad Gothembourg 1905	Got. 3.05					
48	Deutsch-Amerikanische Petroleum-Gesellschaft	✠	Tr. Exp. (10.04)	3	61 - 102 - 162 24 - 40 - 64 PS. 4.06	122 48	300 1500 70	Wallsend Slipway & Engineering Co Newcastle o/T. 1892	Hbg 4.06	✠	2 C.D	3 81 12-6	4.72 15-6	8 13.95 150	437 4700	11.2 160 7-100	Wallsend Slipway & Engineering Co Newcastle o/T. 1892	Hbg 04 v.c.04 p.c.04					

**PAVILLON & CAPPELAIN.**  
 Agents des Machines à Coudre et  
 Accessoires à la Manufacture de France.  
 14, rue de Valenciennes.

14. Il est entendu que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS

MACHINES

CHAUDIÈRES

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SUIVILLANCE SPECIALE		TYPE		DATE		CYLINDRES		COURSE		CONSTRUCTEURS		DATE		SUIVILLANCE SPECIALE		ENVELOPPE		FOYERS		CONSTRUCTEURS		DATE	
DU CERTIFICAT		NOM		DIAMÈTRES		EN CENTIMÈTRES		EN POUCHES		LIEU & ANNÉE		DE LA MACHINE		TYPE		Diamètre Long.		NOMBRE		LIEU & ANNÉE		DE LA MACHINE	



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTORNS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.										
	DATE OF TERM			U.																
	1	2	3	4	5	6			7	8										
✠	61	MARGUERITE, <i>Lorain</i> . (1.98) (3/3, P. 1.1.)	13	...	..	Dy	44 0	Frç	98	P. Corue Dieppe	C-Ht-Or-S; ch. frg; sfb; rp. 02.	16.70 54-10	5.30 17-5	2.65 8-8	.....	Dieppe	Dp. 02			
✠	62	MARGUERITE-D-F. ( <i>ex-Lucile</i> ), <i>Gelbay</i> . (7.01)	I	—	—	1 m	355 207	Frç	75 V.01	T. Dubigeon & fils Nantes	F; hël; 7 comp; R. 11m50; G. 4m50; (WB.); p. PP; rp-car. 7.01.	50.00 104-0	6.80 22-4	4.00 13-1	.....	Alger	Alg. 01			
•	63	MARGUERITE-FRAN- CHETTI, <i>Piraldi</i> . (9.04)	I	3/3, G	1.1.	Glt 3 P-H	965 549 845	Frç	74 V.04	Henderson, Coulborn & Co Renfrew	F; hël; 6 comp; awninged; D. 11m00; R. 7m50; G. 10m00; (WT. cale A. 325 t; WT. R. 130 t; C. A. 36 t; C. R. 7 t.); 3 p. P; rp-car. 11.06.	69.7 228-8	9.1 30-0	5.11 16-9	.....	Le Havre	Mrs. 11.06			
✠	64	MARGUERITE-MARIE. <i>Chalutier</i> . <i>Bulon</i> . (2.06)	I	3/3, G	1.1.	2 m	297 121 271	Frç	06	Chantiers de France Dunkerque	A; hël; 4 comp. (WB. 30 t.); p. PP.	44.14 144-10	7.00 23-0	3.56 11-8	.....	Fécamp	Dk. 2.06			
•	65	MARIA ( <i>ex-Maria-C.</i> ), <i>Bruno</i> . (2.06)	II	3/3, G	1.1.	G3m	337 215 328	Itl	69 V.06	W. Doxford & Sons Sunderland	F; hël; 6 comp; $\frac{1}{2}$ D. 15m; R. R. 20 t; G. 5 t; (WB. cale A. 81 t; C. R. 12 t.); p. PP. 96; rp-car. 3.07.	48.1 158-0	7.1 23-4	3.68 12-0	.....	Messine	Mss. 7.07			
•	66	MARIA, <i>Männapso</i> . (7.03) <i>Moteur aux</i> .	8-4	—	—	G3m	254 181 235	Rss	69 re. 95 0.03	Hungerburg	P; ch. frg; sfb; (sal); hël; rp. 05; p. n. 05; car. 8.05.	34.61 113-7	8.26 27-1	3.76 12-4	.....	Reval	Hlsf. 8.05			
•	67	MARIA ( <i>ex-Argo</i> ), <i>Caraira</i> . <i>ELECTR.</i> (4.05)	I	3/3, G	1.1.	2 m 2 P	1238 754	Tre	77 V.05	Lloyd Austriaca Trieste	F; hël; 6 comp; D. 19m50; R. 17m50; G. 18m.	74.21 243-6	9.20 30-2	6.00 19-8	.....	Smyrne	Alx. 4.05			
•	68	MARIE, <i>Hackbarth</i> . (3.07) 72-05	I	3/3, G	1.1.	2 m	865 538 672	Alm	90 V.07	Howaldtswerke Kiel	A; hël; 5 comp; $\frac{1}{2}$ D. 18m; R. 14m50; G. 8m; (WB. cell. 116 t.); rp-car. 3.07.	61.92 203-2	9.18 30-1	4.31 14-2	.....	Dunkerque	Kiel 3.07			
•	69	MARIE ( <i>ex-Ada-Batters</i> ), <i>Vandenbroucke</i> . (9.07)	II	3/3, G	1.1.	Glt 1 P-B	784 480 771	Frç	73 III 3/7	Scott & Co Greenock	F; hël; 6 comp; G-E; D. 10m; G. 10m; (WB.); $\frac{3}{4}$ p. F. 87; SS. 93; rp. 07; car. 9.07.	71.5 233-5	8.0 26-3	5.25 17-3	.....	Dunkerque	Dk. 9.07			
✠	70	MARIE, <i>Delpierre</i> . (3.06) <i>Chalutier</i> .	I	3/3, P	1.1.	Kt	261 83 213	Frç	02 V.06	Cook, Welton & Gem- mell Hull	A; hël; 4 comp; (WB. cale 27 t.).	37.36 122-7	6.93 22-9	3.66 12-0	.....	Boulogne s/Mer	Blg. 3.06			
✠	71	MARIE, <i>Godalier</i> . (11.96) <i>Chalutier</i> .	I	—	—	Slp	42 2 41	Frç	96	The Dundee Shipbg Co Ld Dundee	A; hël; 4 comp; 1 p. P.	15.24 50-0	4.88 16-0	2.67 8-5	.....	Boulogne s/Mer	Dp. 03			
✠	72	MARIE, <i>Aaset</i> . (3.07)	II	3/3, G	1.1.	G 3m 1 P-B	437 265 386	Nrw	92 V.07	Göt. Mek. Werkstad Göt. borg	A; hël; 5 comp; R. 9m10; (WB. M. 62 t.; C. A. 32 t.; C. R. 10 t.); p. P; grp. 95; rp. 07; car. 3.07.	44.20 145-1	7.42 24-4	4.71 15-6	.....	Christiania	Chrt. 3.07			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION						
					DIAMETERS — IN CENTIMETERS IN INCHES							Diamet.   Length — IN METERS IN FEET AND INCHES		NUMBER	grate surface in sq. meters in sq. feet			heating surface in sq. meters in sq. feet					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
61	Ed. Corue	✠	Comp. (1.98)	2	31-53 12.3-21	30 11.8	25 90 155	E. Lucas Dieppe 1898	.....	•	1 C	2.26 7-5	2.83 9-4	2	2.00 21	49 527	8 114	Société de Galvani- sation Anzin 1898	Dp. 01				
62	Marc Leroux	•	Comp. (8.95)	2	45-83 17.7-32.7	61 24	45 180	Pattison & Atkinson Newcastle 1882	.....	•	1 C	3.45 11-4	3.04 10-0	2	3.38 36	116 1247	5 71	A. Terrin & Co Marseille 1901	Alg. 01 v.c.01				
63	P. Normant (à Tunis)	✠	Tr. Exp. (9.04)	3	46-76-122 18-30-48 PS. 11.06	91.4 36	160 800	Lobnitz & Co Renfrew 1892	Mrs 11.06	✠	2 C	3.74 12-3	3.00 9-9	4	8.18 88	198 2132	11.2 160	Lobnitz & Co Renfrow 1892	Mrs 10.07 v. c.04 P.C.10.07				
64	Joly, Duhamel et Vasse	✠	Triple (2.06)	3	33-54-89 13-21-35	61 24	500 125	Caillard & Co Le Havre 1906	Dk. 2.06	✠	1 C	3.96 13-0	3.15 10-4	3	4.28 46	132 1419	14 200	Caillard & Co Le Havre 1906	Dk. 2.06				
65	Demetrio Destefano	•	Comp. (2.06)	2	50-99 19.6-39 PS. 2.06	69.6 27.4	70 270	A. G. Boyé Marseille 1880	Mss.3.07	•	1 C	2.85 9-4	3.05 10-0	2	3.25 35		4.22 60	..... .....	Mss.7.07 P.C. 2.06 v.c.2.06				
66	Markel M. Makarow	•	Comp. (9.02)	2	25-46 10-18 PS. n. 8.04	29 11.5	75 90	Fr. Wiegand Reval 1893	Hsf. 8.05	•	1 C	2.00 6-6	2.64 8-8	1	1.60 17	50 547	5 70	Aron & Gollnow Stettin 1883	Hsf. 8.05 v.c.03				
67	Hadji Daout Farkouh	•	Comp. (4.05)	2	76-150 30-59	91 36	760 55	Lloyd Austriaco Trieste 1877	Alx.4.05	•	2 C	3.60 11-10	2.90 9-6	6	11 118	240 2581	5 72 2-28	Lloyd Austriaco Trieste 1896	Alx.4.05 v.c.4.05 P.C.4.05				
68	H. Diederichsen	•	Triple (3.07)	3	36-56-93 14-22-36.5 PS.n.5.06	60 23.5	400	Howaldtswerke Kiel 1890	Kiel3.07	•	2 C	2.55 8-4	2.93 9-8	2	4.20 45	142 1529	11 156	Howaldtswerke Kiel 1890	Kiel 3.07 v. c.3.07				
69	Ciendes Bateaux à vapeur du Nord.	•	Comp. (9.07)	2	58-117 23-46 PS.n.04, v.5.06	91.4 36	100 400 85	Scott & Co Greenock 1873	Dk. 9.07	•	1 C	4.35 14-3	3.35 11-0	3	5.77 62	269 2892	5 71 5-71	Wallsend Slipway & Engineering Co Newcastle o/T.1889 re. 1901	Dk. 9.07 P.C.9.07 v.c.9.07				
70	François Fourny & Co	✠	Tr. Exp. (3.06)	3	33-56-91 13-22-36 PS. 3.06	61 24	508 111	C. D. Holmes & Co Hull 1902	Blg. 3.06	✠	1 C	3.80 12-6	3.20 10-6	3	4.28 46	121 1300	14 200	C. D. Holmes & Co Hull 1902	Blg. 3.06 v.c.3.06				
71	V. Ledoux	✠	Comp. (11.96)	2	25-53 10-21	36 14	25 115 140	J. & H. Whyte & Cooper Dundee 1896	.....	✠	1 C	2.28 7-6	2.28 7-6	2	1.48 16	40.20 433	8.44 120	J. & H. Whyte & Cooper Dundee 1896	Glsg. 96				
72	Isak Kobro	✠	Comp. (3.07)	2	48-81 19-32 PS. 3.07	51 20	60 250	Got. Mek. Werkstad Aktiebolag Goteborg 1892	Chrt. 4.07	✠	1 C	3.13 10-3	3.00 9-10	2	2.97 32		6.7 95 5.3-75	Got. Mek. Werkstad Aktiebolag. Goteborg 1892	Brg. 11.07 v.c.3.07 P.c.3.07				

NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT — NOMBRE DE PONTS	TONNAGE — T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC BORD ET BIVER B.A.N. en pouces	PORT — D'ARMEMENT	LIEU ou DATE de la DERNIÈRE VISITE		
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME																	
1	2	3														4	5
	73	MARIE-BRIZARD, . . . . Vedette Autom. (3.07)	9	3/3, Y	1.1.	Canot	—	Frç	07	Chantiers de la Ga- ronne Bordeaux	T-C-Or-PP; hél; ch. cv. frg; sfo.	7.65 26-1	1.93 6-4	1.10 3-8	.....	Bordeaux	Bx 3.07
	74	MARIE-JOSEPH, Baudin. Chalutier. (10.06)	I	3/3, P	1.1.	2 m	131 22 96	Frç	98 V.06	E. de la Brosse & Fouché Nantes	A; hél; 6 comp; G. 4m; 1 p. A; rp.07; car. 10.06	31.17 102-3	5.65 18 6	2.59 8-6	.....	Arcachon	Bx 11.07
+	75	MARIE-LOUISE, Dedrie. Chalutier. (4.04)	I	3/3, P	1.1	2 m	140 48	Blg	00 V.04	Ateliers, Forges & Aciéries Bruges	A; hél; 5 comp; (WB. 80 t.); rp-car. 4.04	32.50 106-8	6.40 21-0	3.50 11-6	.....	Ostende	Av. 04
+	76	MARIE-MADELEINE, Taf- Chalutier. fard. (8.04)	I	3/3, P	1.1.	Glt	165 28 145	Frç	99 V.04	E. de la Brosse & Fouché Nantes	A; hél; 6 comp; R. 10m55; (WB. 10 t.); 1 p. PP; car. 10.03.	32.24 105-10	6.26 20-6	3.16 10-4	.....	Arcachon	Bx 04
	77	MARIE-REINE (ex Barri- ana), Papalos. (6.05)	I	3/3, M	1.1.	2 m 2 P	1149 714	Blg	70 V.05	Laird Brbs Birkenhead	F; hél; 5 comp; D. 78 t; R. 47 t.	78.70 258-2	9.06 29-7	6.10 20-0	.....	Anvers	Aix. 6.05
+	78	MARIE-ROSE, . . . . (6.07) ELECTR. Chalutier.	I	3/3, P A.&G.P.	1.1.	2 m	289 102	Frç	07	Chantiers de France Dunkerque	A; hél; 5 comp; (WB. 34 t.).	43.43 142-6	6.71 22-0	3.73 12-3	.....	Boulogne s/Mer	Dk. 6.07
	79	MARIE-THERÈSE (ex Ma- roe), Vandervliet. (6.04)	I	3/3, L	1.1.	Glt 2 P	1868 1289	Blg	76 V.04	Cunliffe & Dunlop Port-Glasgow	F; hél; 7 comp; (WT. V. 338 t.); ½ p. F; 1 ½ p. b; grp. 97; car. 4.06; rp.04.	91.93 301-8	10.68 35-1	7.22 23 9	.....	Anvers	Av. 4.06
+	80	MARIE-THERÈSE, . . . . Chalutier. (6.97)	I	—	—	2 m	50 0	Frç	97	E. Lucas & Co Dieppe	A; hél; 4 comp; rp. 98.	19.15 62-10	5.00 16-5	2.60 8-6	.....	Calais	Dp. 98
+	81	MARIETTA, Sklias. (8.95)	II	—	—	Glt	437 294 366	Rss	95	Edwards Bros North-Shields	A; 2 hél; 5 comp; ½ D. 14m02; (WB. C. R. 8 ½ t.); 1 p. A.	56.38 185-0	8.89 29-2	2.57 8-5	.....	Taganrog	N-C. 95
	82	MARIGO (ex Clara), . . . . (12.05)	II	3/3, M	1.1.	Glt 1 P-B	318 184	Tre	11 V.05	A. Stephen & Sons Glasgow	F; hél; 3 comp; ½ D. 21m80; P. Bois; rp-car. 12.05.	49 30 161-9	6.00 20-8	3 60 11 10	.....	Alexandrie	Aix. 05
	83	MARIOUT (ex Behera). Cassar. (11.05)	II	3/3, M	1.1.	2 m 2 P-S	1598 888	Egp	65 V.05	Samuda Bros. Londres	A; hél; 4 comp; spurdeck; R. 12m; G. 9m; car. 9.07.	77.40 253-11	10.60 34-10	6.60 21 8	.....	Alexandrie	Aix. 9.07
+	84	MARIPOSA, Lawless. (8.07)	I	3/3, A	1.1.	B-G 3 P-H	3158 1939 2936	Amr	83 V.07	W. Cramp & Co Philadelphie	F; hél; 5 comp; awningd; 1 ½ p. F; grp. 02; rp. 07; car. 6.07.	95.71 314-0	12.5 17-3	5.25 17-3	.....	San-Francisco	S-F. 6.07

N B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPÉCIALE	MACHINES										CHAUDIÈRES										SURVEILLANCE SPÉCIALE	DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	CYLINDRES		Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS		CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION									
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces					Diamètre Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE sur la grille en mètre carré, en pied carré, en pied carré	NOMBRE sur la grille en mètre carré, en pied carré, en pied carré		PRESSION Chaud. princ. Chaud. auxil.								
																	31	32	33	34	35	36		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
73	Chantiers de la Garonne	•	Moteur	4			24	Peugeot, Huber & Co Paris	Bx 3.07	•	.....	Peugeot, Huber & Co Motor 4 cyl.	24 HP				.....		Bx 3.07					
74	Société Nouvelle des Pêcheries à vapeur	•	Comp. (10.06)	2	45 - 76 17.7 - 30 PS. 10.06	42	280 170	E. de la Brosse & Fouché Nantes 1898	Bx 10.06	•	1 C	2.93 9-8	3.09 10-2	2	3.40 37	95.89 1026	7 100	E. de la Brosse & Fouché Nantes 1898	Bx 10.06 v.c.10.06					
75	Société des Pêcheries à vapeur	•	Tr. Exp. (4.04)	3	29 - 48 - 78 11 - 19 - 31 PS. n. 1.03, v. 4.04	55	60 400 132	Société Marcinelle & Couillet Couillet 1900	Av. 04	•	1 C	3.27 10-9	3.00 9-10	2	2.70 29	100 1075	12 170	Riley Bros Stockton/Tees 1900	Av. 04 v.c. 04					
76	Société Nouvelle des Pêcheries à vapeur	•	Comp. (8.04)	2	45 - 78 17.7 - 30.7 PS. 8.04	52	100 400 150	E. de la Brosse & Fouché Nantes 1899	Bx 04	•	1 C	3.20 10-6	3.02 9-11	2	3.60 40	109.62 1179	7 100	E. de la Brosse & Fouché Nantes 1899	Bx 04 v.c. 04					
77	Compagnie de Nav. à Vapeur « La Phocéenne »	•	Comp. (6.05)	2	76 - 142 30 - 56	91	730 58	Laird Bros Birkenhead 1883	Alx. 6.05	•	1 CD	3.96 13-0	4.77 15-8	6	94 8.70		5.6 80 4.6-52	..... ..... 1883	Alx. 6.05					
78	A. & G. Vidor Frères & Co	✠	Triple (6.07)	3	33 - 56 - 91 13-22-36	61	125 480 114	Chantiers de France Dunkerque 1907	Dk. 6.07	✠	1 C	3.81 12-6	3.20 10-6	2	3.71 40	132 1419	14 200	Chantiers de France Dunkerque 1907	Dk. 6.07					
79	Sté Anon. « Tonnage » (J. Dyckmans)	•	Comp. (6.04)	2	102 - 180 40 - 71 PS. n. 02, v. 4.06	91	280 800 50	Cunliffe & Dunlop Port-Glasgow 1876	Av. 4.06	•	2 CD	3.36 12-0	4.42 14-6	8	12.26 132	303 3263	5 71	John Jones & Co Liverpool 1893	Bx 04 v. c. 04					
80	Société des Pêcheries Maritimes du Nord	✠	Comp. (6.97)	2	31 - 53 12.3 - 21	30	100 165	E. Lucas & Co Dieppe 1897	.....	✠	1 C	2.26 7-5	2.83 9-4	2	2.00 21	49 527	8 114	Société de Galvanisation d'Anzin Anzin 1897	Dp. 97					
81	Demetrius Ambrosius Negroponte.	✠	2 Comp. (8.95)	4	30.5 - 61 12 - 24	46	48 220 130	Hedley & Boyd North Shields 1895	.....	✠	1 C	3.12 10-3	2.89 9-5	2	3.50 38	82 886	7 100	J. T. Eltringham & Co South Shields 1895	N-C. 95					
82	Stefanos Sigalas	•	Comp. (12.05)	2	49 - 81 19 - 32	59	40 180 70	Thomson Glasgow 1891	Alx. 05	•	1 C	3.50 11-6	3.00 9-10	2	4.14 44	51 548	5.6 80	Thomson Glasgow 1895	Alx. 05 v.c. 05					
83	Khedivial Mail SS. Co and Graving Dock Co Ltd	•	Comp. (11.05)	2	95 - 175 37.5 - 69 PS. c. 11.06	98	300 1256 56	James, Jack & Co Liverpool 1881	Alx. 9.07	•	1 C	3.50 11-6	2.85 9-4	8	14 151	250 2688	3.5 50 3-43	Arsenal Alexandrie c. 1890	Alx. 9.07 v.c. 11.05 p.c. 11.05					
84	Oceanic Steamship Co	•	Tr. Exp. (6.07)	3	74 - 119 - 195 29 - 47 - 78 PS. c. 05; v. 6.07	130	885 3500 80	Wm Cramp & Sons Philadelphia 1883 transf. 1902	S-F. 6.07	•	2 D 1 S	5.64 15-3 4.27	5.25 17-3 2.97	15	29.39 316	889 9558	12.65 180	Risdon Iron Works San-Francisco 1902	S-F. 6.07 v.c. 6.07					



SHIPS AND CAPTAINS			CLASSIFICATION			RIG — NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH — IN METERS IN FEET & INCHES	BREADTH — IN METERS IN FEET & INCHES	DEPTH — IN METERS IN FEET & INCHES	FREE BOARD — SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND							T.	R.										
DATE OF TERM							U.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
✠	85	MARIS-STELLA, . . . . ELECTR. Chalutier. (4.07)	I	3/3, G	1.1.	2 m	285 99 262	Frç	07	E. de la Brosse & Fouché Nantes	A; hél; 7 comp; ½ D. 9m; R. 1m70, 4m & 2m80; 1 p. b.	43.32 142-2	6.70 22-0	3.66 12-0	.....	Boulogne- s/Mer	Nt. 4.07	
✠	86	MARKEN, Van den Eem. (8.04)	I	3/3, A A.&C.P.	1.1.	2 m	2587 1675 2412	P-B	04	Bonn & Mees Rotterdam	A; hél; 6 comp; R. 20m32; G. 9m07; (WB. cell. 645 t); car. 8.06.	92.96 305-0	13.56 44-6	7.21 23-8	51½ 55 57	Rotterdam	Rd. 8.06	
.	87	MARNAY (ex-Lawrenny- Castle), Stephan. (9.07) Chalutier.	I	3/3, P	1.1.	Kt	152 49	Frç	98 V.07	Edwards Bros. South-Shields	F; hél; 4 comp; rp-car. 10.07.	32.16 105-6	6.36 20-10	3.24 10-8	.....	St-Nazaire	Nt. 9.07	
.	88	MAROC (ex-Koordistan), Albouy. (11.07)	I	3/3, L	1.1.	2 m 2 P	2808 1763	Frç	97 V.07	W. Gray & Co West-Hartlepool	A; hél; 7 comp; ½ D. 11m; R. 4m87; (WB. 664 t.).	93.12 305-6	13.10 43-0	7.73 25-4	.....	La Rochelle	L-R. 11.07	
.	89	MAROC (ex-Eiff), Ciucci. (5.04)	I	3/3, G	1.1.	2 m 1 P-B	628 385 507	Frç	83 V.04	Armstrong, Mitchell & Co Newcastle 9/Tyne	A; hél; 6 comp; welldeck; ½ D. 23m17; R. 12m64; G. 8m54; (WB. 82 t; C. R. 5 t; C. N. 3 t.); rp-car. 10.06.	57.53 188-9	8.37 27-6	4.33 14-2	.....	Oran	Alg. 10.06	
✠	90	MAROCAIN, van Duyn. Remorqueur. (1.05)	I	3/3, P A.&C.P.	1.1.	1 m	130 27	Arg	04	M. van der Kuijl Slikerveer	A; hél; 5 comp; 1 p. A.	30.17 99-0	5.99 19-8	3.10 10-2	.....	Rosario	Rd. 1.05	
.	91	MARONI (ex-Ville-d'Arca- chon), Dunras. (11.06)	I	3/3, P	1.1	Glt	152 54 123	Frç	88 re00 V.06	Dyle & Bacalan Bordeaux	A; hél; 6 comp; ½ D. 9m25; R. R. 6m36; R. 5m50; G. 4m (WB); grp-car. 11.06; rp. 07.	31.12 102-1	5 50 18-0	2.76 9-1	.....	Cayenne	Mta. 7.07	
.	92	MARS, Schmit. (7.04)	I	3/3, I	1.1.	1 m	59 14	Blg	04	Boele & Co Bolnes	A; hél; 5 comp.	21.00 68-11	4.60 15-1	2.35 7-9	.....	Anvers	Av. 04	
.	93	MARS, Drayer. (7.04)	I	3/3, A	1.1.	Glt 2 P-B	868 526 746	P-B	80 V.04	Jas. Laing Sunderland	F; hél; 5 comp; (WB.); 1 p. F; grp. 96; rp. 02; car. 9.07.	64.4 212-0	9.3 30-6	4.56 15-0	.....	Amsterdam	Am. 9.07	
✠	94	MARS, Stenström. (5.06)	I	3/3, P	1.1.	Glt	211 155 164	Sds	00 V.06	P. Larsson Thorskog	A; hél; 4 comp; ½ D. 10m00; G. 4m00; (WB. C. R; C. N.); rp. 05; car. 7.07.	31.00 101-9	6.50 21-4	3.00 9-10	.....	Wisby	Stkh. 7.07	
✠	95	MARSEILLAIS-18, Baldi. Remorqueur. (9.07)	I	3/3, P A.&C.P.	1.1.	1 m	126 51 6	Frç	07	Gebr. Jonker Kinderdyk	A; hél; 5 comp.	25.00 82-0	5.50 18-0	3.35 11-0	.....	Marseille	Rd. 9.07	
✠	96	MARSEILLAIS-28, Allemand. (11.04) Remorqueur.	I	3/3, R A.&C.P.	1.1.	1 m	51 6 86	Frç	04	Chantiers de Pro- vence Port-de-Bouc	A; hél; 6 comp; R. 2m20; car. 12.05.	23.25 76-3	5.42 17-9	2.93 9-8	.....	Marseille	Mrs. 05	

N.B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		MAKERS — PORT AND DATE of CONSTRUCTION								
					DIAMETERS — IN CENTIMETERS IN INCHES	3						Diameter,   Length — IN METERS AND IN FEET AND INCHES		31	32	NUMBER square surface in square meters in sq. feet	heating surface in square meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler	36	37				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
85	Sté Française des Pêcheries à Vapeur	✠	Triple (4.07)	3	30 - 50 - 82 12 - 20 - 32	62 24.5	425 125	Ateliers de la Loire Nantes 1907	Nt. 4.07	✠	1 C	3.80 12-6	3.10 10-2	2	4.25 46	123 1322	12 170	Ateliers de la Loire Nantes 1907	Nt. 4.07					
86	Maatschappij Stoomschip « Marken » (W. Ruys & Zonen)	✠	Tr. Exp. (8.04)	3	58 - 91 - 157 23 - 36 - 62	99 39	1200 70	Maatschappij de Schelde Flessingue 1904	Rd. 04	✠	2 C	4.34 14-3	3.05 10-0	6	10.40 112	351 3780	12.2 160 5.6-80	Maatschappij de Schelde Flessingue 1904	Rd. 04					
87	Comte de Lusancay	.	Triple (9.07)	3	32 - 49 - 81 12.5 - 19 - 32	57 22.5	350 105	Edwards Bros. North-Shields 1899	Nt. 9.07	.	1 C	3.20 10-6	3.05 10-0	2	2.52 27	86 920	11.5 164	Edwards Bros. North-Shields 1899	Nt. 9.07 v.c. 9.07					
88	Delmas Freres	.	Triple (11.07)	3	57 - 93 - 157 22.5 - 36.5 - 62	99 39	312 1350 62	Central Marine Co West-Hartlepool 1897	L-R. 11.07	.	2 C	3.66 12-0	3.35 11-2	4	5.92 63	286 3075	12 170 5.6-80	Central Marine Co West-Hartlepool 1897	L-R. 11.07 p.c. 11.07 v.c. 11.07					
89	J. & P. Castanié freres	.	Comp. (5.04)	2	53 - 127 21 - 50 PS. 10.06	70 27.5	100 500 80	Wallsend Eng. Co Ld Newcastle o/T. 1883	Alg. 10.06	.	1 C	2.80 9-2	3.15 10-4	3	4.63 50	170 1827	6.3 90 5.6-80	Fredrikstad Mek. Verksted Fredrikstad 1904	Alg. 10.06 v.c. 10.06 p.c. 10.06					
90	H. Hersent & fils	✠	Tr. Exp. (1.05)	3	30 - 45 - 80 12 - 19 - 31.5	46 18	400 170	Alblasserdamsche Machine Fabriek Alblasserdam 1904	Rd. 04	✠	1 C	3.65 12-0	3.50 11-6	2	3.67 40	140 1505	12 170	Alblasserdamsche Machine Fabriek Alblasserdam 1904	Rd. 1.05					
91	Administration Pénitentiaire	.	Comp. (11.06)	2	37 - 71 15 - 24 PS. 11.06	36 14	50 200 175	Dyle & Bacalan Bordeaux 1888	Mtn. 7.07	.	1 C	2.93 9-8	2.90 9-7	2	3.16 34	84 903	6 85 7-100	de la Brosse & Fouché Nantes 1900	Mtn. 7.07 p.c. 11.06 v.c. 11.06					
92	Société Anonyme de Remorquage à hélice	.	Comp. a a. (7.04)	3	30 - 55 12 - 22	30 12	25 150 195	H. I. Koopman Dordrecht 1904	Av. 04	.	1 C	2.50 8-2	3.10 10-2	1	1.50 16	60 645	11 159	H. I. Koopman Dordrecht 1904	Av. 04					
93	Koninklijke Nederlandse Stoomboot Maatschappij	.	Comp. (7.04)	2	68.5 - 127 27 - 50 PS. n. 02; v. 9.07	91.4 36	100 568	G. Clark Sunderland 1880	Am. 04	.	1 C	4.33 14-3	3.11 10-3	3		5.3 75 5.3-75		G. Clark Sunderland 1880	Am. 04 v.c. 04 p.c. 04					
94	Wisby Cement Aktiebolag. (De Young)	.	Comp. (4.06)	2	28 - 46 11 - 18 PS. 8.05	40 16	35 130 140	Thorskogs Mekan. Verkstad Thorskog 1900	Stkh. 4.06	.	1 C	2.29 7-6	2.06 6-9	2	1.78 19	42 450	9.1 130	Thorskogs Mekan. Verkstad Thorskog 1900	Stkh. 4.06 v.c. 4.06					
95	Société Générale de Remorquage (Chambon & Co)	✠	Comp. (9.07)	2	38 - 76 16 - 32	50 20	300 135	Alblasserdamsche Machinefabriek Alblasserdam 1907	Rd. 9.07	✠	1 C	3.35 11-0	3.05 10-0	2	3.42 27	125 1344	8.3 118	Alblasserdamsche Machinefabriek Alblasserdam 1907	Rd. 9.07					
96	Société Générale de Remorquage (Chambon & Co)	✠	Comp. (11.04)	2	35 - 65 14 - 26	42 17	50 200 130	Ateliers de Proven- ce Marseille 1904	Mrs. 04	✠	1 C	3.05 10-0	2.87 9-5	2	3.55 36	100 1076	9 128	Ateliers de Proven- ce Marseille 1904	Mrs. 04					

SURVEILLANCE SPÉCIALE		NAVIRES & CAPITAINES		CLASSIFICATION			ARMEMENT	NOMBRE DE PONTS	TONNAGE	PAVILLON	ANCIEN DE LA CONSTRUCTION	CONSTRUCTEURS	PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR		COMPARTIMENTS STANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR	LARGEUR	CREUX	FRANC BORD	PORT D'ARMEMENT	LIEU de L'ATE de la RENNÉE VISITE
DATES DU BREVET DU CAPITAINE et DE SON COMMANDEMENT ACTUEL		DATE DU TERME			4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21		
✠	97 MARTHA, <i>Ley.</i>	(6.98)	I	—	—	Gr	1261	1261	1261	1261	1261	Flensburg	Flensburg	A: hél; 5 comp; wclld; D. 22m75; R. 231-7	10.37	4.07	.....	Flensburg	Fisc.	01		
✠	98 MARTHA, <i>Ahrends.</i>	(2.93)	I	—	—	Gr	840	840	840	840	840	Danzig	Danzig	A: hél; 5 comp; wclld; D. 21m42; R. 213-0	8.95	3.96	.....	Danzig	Dz.	96		
✠	99 MARTHA, <i>Tülp.</i>	(5.01)	II	—	—	1 m	69	69	69	69	69	Sandvikens Skepps	Helsingfors	A: 2 hél; 5 comp; (WB. C. R. 4 t.).	5.25	2.28	.....	Archangel	Hst.	01		
✠	100 MARTIN-GARCIA-I,.....	(7.00)	I	—	—	Porteur	430	430	430	430	430	Werf Conrad	Buenos-Ayres	A: hél; 11 comp; 1 p. PP. & A.	9.00	3.50	.....	Buenos-Ayres	Am.	01		
✠	101 MARTIN-GARCIA-II,.....	(7.00)	I	—	—	Porteur	430	430	430	430	430	Werf Conrad	Buenos-Ayres	A: hél; 11 comp; 1 p. PP. & A.	9.00	3.50	.....	Buenos-Ayres	Am.	01		
✠	102 MARTIN-GARCIA-III,.....	(7.00)	I	—	—	Porteur	430	430	430	430	430	Werf Conrad	Buenos-Ayres	A: hél; 11 comp; 1 p. PP. & A.	9.00	3.50	.....	Buenos-Ayres	Am.	01		
✠	103 MARTIN-MULLEX,.....	(6.01)	I	3 B.	1.1.	Lakes	4675	4675	4675	4675	4675	Amst. Sh. Ph. C.	Fairport	A: hél; 4 comp; Wl. cell.	15.24	7.10	.....	Fairport	Civ.	04		
✠	104 MARTIN-SAENZ, <i>Lotina.</i>	(9.07)	I	3 B.	1.1.	1 P-B	3466	3466	3466	3466	3466	Amst. Sh. Ph. C.	Cox	A: hél; 7 comp; D. 18m42; R. 300-0	12.8	6.28	.....	Cox	3.5	9.07		
✠	105 MARTINIQUE (ex Norham-Castle, <i>Le Berre.</i>	(11.03)	I	3 B.	1.1.	1 P	4362	4362	4362	4362	4362	Amst. Sh. Ph. C.	Le Havre	F: hél; 10 comp; R. R. 1m; R. 300-0	14.62	9.52	.....	Le Havre	Hv.	5.06		
✠	106 MARY, <i>Urdsing.</i>	(12.01)	I	3 B.	1.1.	Gr	1124	1124	1124	1124	1124	Helsingfors Jern	Riga	F: hél; 5 comp; wclld; D. 21m20; R. 225-0	9.3	4.52	.....	Riga	Cph.	1.97		
✠	107 MARY-C-ELPHICKE,...	(5.01)	I	—	—	2 m	4995	4995	4995	4995	4995	Chicago Shipbuild-	Cleveland	A: hél; 4 comp; 1 p. A.	15.30	7.42	.....	Cleveland	Civ.	01		
✠	108 MARY-LOUISE (ex-La- bière, <i>Finkernagel.</i>	(3.01)	I	—	—	63m	84	84	84	84	84	P. Mallard	Amsterdam	F-A; hél; 4 comp; p. P; rc. SS. 93; rp-car. 6.02	4.46	3.05	.....	Amsterdam	Lisp.	02		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIERES										MAR	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale l'arbre ind. de	Nombre de tours	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION		DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS		PRESSION	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE		CHAUDIÈRES
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	ENVOI									Diamèt. Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE surdegale en met. arr. en met. carr. surf. de chauffe en met. carrés en pieds carrés	Chaud. princ. Chaud. auxil.						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
97	Flensburger Dampfer-Compagnie (H. Schuldt)	✠	Tr. Exp. (9.98)	3	41 - 66 - 109 15 - 26 - 43	84 33	500 70	Flensburger Schiffbau-Ges. Flensburg 1894		✠	1 C	4 24 14-3	3.08 10-1	3	4.30 46	188 2025	11.6 165 3,3-90	Flensburger Schiffbau-Ges. Flensburg 1894	Flsb. 01 v.c.98						
98	F. G. Reinhold	✠	Tr. Exp. (2.93)	3	40 - 66 - 106 15.8 - 26 - 41.7	70 27.6	130 520 94	J. W. Klawitter Danzig 1893		✠	2 C	2.80 9-2	2.70 8-8	4	4.00 43	148 1590	11 156	J. W. Klawitter Danzig 1893	Dz. 05						
99	« Nord » Industrial Wood Co	✠	2 Comp. (5.01)	4	20 - 35 8 - 15	25 10	140 240	Sandvikens Skeppsdocka Helsingfors 1901		✠	1 C	2.20 7-3	2.82 9-3	1	1.37 15	55 592	8 114	Sandvikens Skeppsdocka Helsingfors 1901	Hlsf. 01						
100	Dirks & Dates	✠	Tr. Exp. (6.00)	3	27 - 41 - 61 11 - 16 - 24	45 18	75 300 200	Gebr. Stork & Co Hengelo 1900		✠	1 C	2.80 9-2	2.98 9-9	2	2.84 31	85 915	10.5 150	Gebr. Stork & Co Hengelo 1900	Am. 06						
101	Dirks & Dates	✠	Tr. Exp. (6.00)	3	27 - 41 - 61 11 - 16 - 24	45 18	75 300 200	Gebr. Stork & Co Hengelo 1900		✠	1 C	2.80 9-2	2.98 9-9	2	2.84 31	85 915	10.5 150	Gebr. Stork & Co Hengelo 1900	Am. 06						
102	Dirks & Dates	✠	Tr. Exp. (7.00)	3	27 - 41 - 61 11 - 16 - 24	45 18	75 300 200	Gebr. Stork & Co Hengelo 1900		✠	1 C	2.80 9-2	2.98 9-9	2	2.84 31	85 915	10.5 150	Gebr. Stork & Co Hengelo 1900	Am. 06						
103	Lakewood S. S. Co	✠	Tr. Exp. (6.04)	3	56 - 89 - 147 22-35-58	102 40	1460 85	American Shipb. Co Cleveland 1904	Clv. 04	✠	2 C	4.20 13-9	3.50 11-6	4	8.56 92	432 4640	12 170	American Shipb. Co Cleveland 1904	Clv. 04						
104	Piñillos, Izquierdo & Co	•	Triple (9.07)	3	69 - 141 - 175 27-43-69 PS. 9.07	122 48	1654	Dunsmuir & Jackson Glasgow 1890	Bre. 9.07	•	2 C D			13	19 204	530 5698	10 142	Dunsmuir & Jackson Glasgow 1890	Bre. 9.07 P.C. 9.07 v.c. 9.07						
105	Cie Générale Transatlantique (à Paris)	•	Tr. Exp. (11.01)	3	91 - 153 - 244 36 60, 5-96	152 60	4500 70	Fairfield Shipb. Co Glasgow 1883 transformée 1891	Hv. 5.07	•	3 C D	4.49 14-9	5.80 19-6	18	32.80 363	1134 12194	11.2 100 5,7-81	Fairfield Shipb. Co Glasgow 1891	Hv. 5.07 v.c. 03						
106	Helmsing & Grimm	✠	Comp. 12.04)	2	67 - 130 26.4-51 PS.n.04;v.2.06	84 33	120 540	Helsingörs Maskinbyggeri Elsenaur 1884	34. 2.06	✠	2 C	5-30 10-10	2.94 9-8	4	6.30 68	205 2206	5.62 80 5,6-80	Helsingörs Maskinbyggeri. Elsenaur 1907	Gph.1.07 P.C. 2.06 v. c.04						
107	C. W. Elphicke & Co	✠	Tr. Exp. (5.01)	3	58 - 97 - 163 23-38-64	102 40	1700	Chicago Shipbuilding Co South-Chicago 1901		✠	3 C	3.96 13-0	3.96 13-0	9	16.74 180	614 6603	12.6 180	John Mohr & Sons South-Chicago 1901	Clv. 01						
108	R. Lehmann	•	Comp. (3.01)	2	25 - 45 10 - 17.6	30 12	80 120	P. Mallard Rouen re. 1893		•	1 C	1.90 6-3	2.25 7-5	13	0.81 9	26.27 282	7 100	P. Mallard Rouen re. 1893	Am. 01 v.c.01						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREEBOARD	PORT	LAST		
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.			PORT OF BUILDING	PROPPELLER	WATERTIGHT COMPARTMENTS	ERECTIONS ON DECK							WATERBALLAST, DECKS	REPAIRS
									U.															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
	109	MARYLAND, <i>Gaz.</i> (5.98) <i>ELECTR.</i>	■	—	—	Glt 2 P	2419 1892	Amr	90 V.98	Detroit Dry Dock Co Wyandotte	A; <i>hél</i> ; 4 <i>comp</i> ; R. (WB. cell. 1000 t.); 1½ p. P; ½ p. A.	96.22 316-4	12.80 42-0	6.20 20-4	.....	Milwaukee	Chc. 98							
✦	110	MATADOR, <i>Schrage.</i> (8.92) (3/3, I. 1.1.)	16	...	..	Ctt	44 32	Alm	92	J. Junge Wevelsfleth	C-Ht; <i>hél</i> ; ch. frg. sfb; (sal); car. 7.94.	17.29 56-9	5.33 17-6	2.66 8-9	.....	Bremen	Hbg 94							
✦	111	MATEBA, <i>Wettre.</i> (4.04) <i>Drague.</i>	■	3/3, R	1.1.	1 m 2 P	386	Congo	04	Werf Conrad Haarlem	A; <i>hél</i> ; 6 <i>comp</i> .	42.40 139-2	7.70 25-3	3.75 12-4	.....	Boma	Am. 04							
✦	112	MATHILDE, <i>Festersen.</i> (10.96)	■ P. R.	—	—	Glt	1260 790 925	Alm	92 V.96	Flensburger Schiff- bau-Gesellschaft Flensburg	A; <i>hél</i> ; 5 <i>comp</i> ; <i>welld</i> ; ½ D. 22m41; R. 17m42; G. 6m23 (WB. cell. 350 t.); 1 p. A; grp. 98; rp-car. 7.99.	69.74 238-9	10.37 34-0	4.70 15-5	=====	Flensburg	Flsb. 99							
✦	113	MATHILDE, <i>Ludke.</i> (3.95)	■	—	—	Glt 1 P-B	1113 689 890	Alm	82 V.95	Norddeutsche Werft Kiel	F; <i>hél</i> ; 6 <i>comp</i> ; <i>welld</i> ; ½ D. 24m70; R. 17m37; G. 9m15; (WB. cell. 304 t.); p. F; rp-car. 4.96.	68.57 225-0	10.02 32-11	4.70 15-5	.....	Stolpmunde	Stt. 96							
✦	114	MATILDA-KÖRNER (ex- Syfang). <i>Dibbern.</i> (4.07)	■	3/3, L	1.1.	Glt 2 P-S	2895 1847 2702	Alm	90 V.07	Joh. C. Tecklenborg Geestmünde	A; <i>hél</i> ; 7 <i>comp</i> ; <i>spard</i> ; R. 21m20; G. 13m80; (WB. cell. 470 t.); 1½ p. A; rp. 05; car. 8.07.	97.25 319-1	12.80 42-0	7.95 26-1	.....	Hamburg	Hbg 8.07							
✦	115	MAUI, <i>Bennett.</i> (1.07) <i>ELECTR.</i>	■	3/3, A	1.1.	Glt	619 393 474	Amr	98 V.07	Union Iron Works San-Francisco	A; <i>hél</i> ; 5 <i>comp</i> ; R. 18m90; G. 7m32; rp-car. 1.07.	52.12 171-0	9.16 30-1	4.34 14-3	.....	Honolulu	Hnl. 1.07							
✦	116	MAUMUSSON, <i>Mauffret.</i> <i>Chalutier.</i> — 05 (7.05)	■	3/3, P	1.1.	Kt	249 67 220	Frç	05	Smiths Dock Co (Ld) North-Shields	A; <i>hél</i> ; 4 <i>comp</i> ; p. b.	38.25 125-6	6.71 22-0	3.69 12-1	.....	La Rochelle	N-C. 7.05							
✦	117	MAX, <i>Prats.</i> (9.95)	■	—	—	Glt	247 117	Brs	95	R. Holtz Harburg	A; <i>hél</i> ; 5 <i>comp</i> ; D; R. 8m60; G. 4m50; 1 p. A.	40.00 131-3	6.80 22-4	3.00 9-10	.....	Desterro	R-J. 97							
✦	118	MAX-FISCHER (ex-Ajax); <i>Albrand.</i> (6.06)	■	3/3, G	1.1.	Glt	287 169 228	Alm	84 V.06	Mekaniska Verkstad Thorskog	F; <i>hél</i> ; 5 <i>comp</i> ; ½ D. 18 t; R. 8m64; p. P; rp. 06; car. 6.07.	36.50 119-9	7.00 23-0	3.60 11-10	.....	Rostock	Rstk. 6.07							
✦	119	MAYO, <i>Colan.</i> (12.05) <i>Turret.</i>	■	3/3, L	1.1.	Glt 1 P-B	1880 1132 1555	Esp	95 V.05	Swan & Hunter Wallsend o/T.	A; <i>hél</i> ; 6 <i>comp</i> ; G. 8m54; (WB. cell. 487 t.); 1 p. A; grp. 99; rp-car. 6.07.	85.64 281-0	11.83 38-10	5.76 19-0	.....	Bilbao	Bib. 6.07							
.	120	MEADOWS (ex-Tyne-Mea- dows), <i>Zwart.</i> (6.05) <i>Chalutier.</i>	■	3/3, P	1.1.	Kt	147 15 141	P B	92 V.05	Raylton, Dixon & Co Middlesbrough	F; <i>hél</i> ; 4 <i>comp</i> ; ½ D. 4m87; ½ G. 4m42; p. PP; car. 9.07.	30.63 100-6	6.20 20-4	3.22 10-7	.....	Ymuiden	Am. 9.07							

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS							LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED	BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		PRESSURE Main Boiler, Donkey Boiler.	MAKERS	PORT AND DATE of CONSTRUCTION	
					NUMBER	DIAMETERS							Diamet.   Length	NUMBER	square surface in sq. feet					
																IN CENTIMETERS IN INCHES				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
109	Inter Ocean Transportation Co	•	Tr. Exp. (5.98)	3	56-89-142 22-35-56	112 44	1400 85	Dry Dock Engine Works Detroit 1890	.....	•	2 C	14.2 4-32	11.0 3-35	8	12.63 136	448 4826	11.2 160	Dry Dock Engine Works Detroit 1890	Chc. 98 v.c.98	
110	F. Schellhass	•	Moteur à pétrole	1	20 8	20 8	10 320	R. Langensiepen Magdeburg 1892 re. Leipzig 1894	.....	•	.....	.....	.....	.....	.....	.....	.....	.....	Hbg 94	
111	État du Congo	✝	Tr. Exp. (4.04)	3	30-44-66 12-17.5-26	45 18	60 300 180	Gebr. Stork & Co Hengelo 1904	Am. 04	✝	1 C	2.80 9-2	3.05 10-0	2	3.00 32	90 967	10.5 150	Gebr. Stork & Co Hengelo 1904	Am. 04	
112	H. Schuldt	✝	Tr. Exp. (12.96)	3	40.5-66-109 16-26-43	84 33	550 77	Flensburger Schiffbau-Gesellschaft Flensburg 1892	.....	✝	1 C	4.34 14-3	3.08 10-1	3	4.30 46	188 2025	11.6 165	Flensburger Schiffbau-Gesellschaft Flensburg 1892	Flsb. 99 v.c.96	
113	Stettin-Stolper Dampfschiffahrts-Gesellschaft (A. Stenzel & Rolke)	✝	Comp. 3.95	2	77-134 30.3-52.7	92 36.2	140 664 77	Märkisch-Schlesische Maschinenbau-Actien-Gesellschaft Berlin 1882	.....	✝	2 C	3.40 11-2	2.80 9-2	4	7.52 81	211 2273	5.27 75	Märkisch-Schlesische Maschinenbau-Actien-Gesellschaft Berlin 1882	Stt. 95 v.c.95	
114	Diederichsen, Jepsen & Co	✝	Tr. Exp. (4.07)	3	60-99-163 23.6-39-64 PS.n.03;v.4.07	107 42	300 1200 68	Buckauer Maschinenfabrik Buckau 1890	Fish. 4.07	✝	2 C	4.40 14-5	3.30 10-10	6	13.80 150	418 4500	11.2 160 7-100	J. C. Tecklenborg Geestmunde 1890	Fish. 4.07 P.C. 4.07 v.c.4.07	
115	Inter Island Steam Navigation Co	✝	Tr. Exp. (1.07)	3	32-48-81 12.7-19-32 PS. 1.07	61 24	447	Union Iron Works San-Francisco 1898	Intl. 1.07	✝	1 C	3.66 12-0	3.42 11-3	2	4.08 44	8.36 90	11.6 165	Union Iron Works San-Francisco 1898	Intl. 1.07 P.C. 1.07 v.c.1.07	
116	Georges Conor	✝	Tr. Exp. (7.05)	3	32-51-86 12.5-20-34	64 25	80 500 115	Shields Engin. & Drydock Co Ltd North-Shields 1905	N-C.8.05	✝	1 C	3.88 12-9	3.22 10-7	3	4.64 50	138 1486	12.6 180	Rob. Stephenson & Co Ltd Hebburn o/Tyne 1905	N-C.7.05	
117	Carlos Hoepke Jr	✝	Tr. Exp. (9.95)	3	30-50-80 12-20-31.5	40 16	300 180	Ottensener Eisenwerk Altona 1895	.....	✝	1 C	2.80 9-2	2.80 9-2	2	2.90 31	84 903	10 142	Ottensener Eisenwerk Altona 1895	Hbg 95	
118	F. W. Fischer	•	Comp. (6.00)	2	38-66 15-26 PS.n.02;v.6.06	46 18	40 160 105	Bolinders Mekaniska Verkstad Stockholm 1884	Rstk 6.06	✝	1 C	2.65 8-8	2.54 8-4	2	2.10 23	63 678	6.6 84	Actien Ges. « Neptun » Rostock 1903	Rstk 6.06 v.c.6.06	
119	Compania Bilbania de Navegacion (E. Aznar y Tutor)	✝	Tr. Exp. (9.05)	3	53-89-145 21-35-57 PS.n.05;v.8.07	99 39	180 930 62	Wm Doxford & Sons Ltd Sunderland 1896	Lvp.8.07	✝	2 CD	4.04 13-3	3.20 10-0	6	7.33 79	302 3257	11.2 160 5.6-80	Wm Doxford & Sons Ltd Sunderland 1896	Bilb. 10.07 P.C.10.06 v.c.05	
120	Stoom Visserij Mij «Overijssel»	•	Tr. Exp. (6.05)	3	29-48-75 11.5-19-29.5	52 21	60 300 106	Worth & Mackenzie Middlesbrough 1892	Am.6.05	•	1 C	3.12 10-3	2.74 9-0	2	3.30 26	71 780	11.2 160	J. Eltringham & Co South-Shields 1892	Am.6.05 v.c.6.05	

## MER

N°	NAVIRES & CAPITAINE	CLASSIFICATION	CIREMENT	NOMBRE DE PONT	TONNAGE	PAVILLON	ANNEE DE CONSTRUCTION	CONSTRUCTEURS	MATERIAUX PROPULSEUR	LONGUEUR	LARGEUR	CREUX	FRANC ET FOND	PORT	LIEU et DATE de la DERNIERE VISITE
	DATE D'ENTREE EN SERVICE N° DE SÉRIE				R. C.				REPARTEMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT MATERIAUX, PONT REPARATIONS	EN METRES	EN PIEDS & POUCES	EN PIEDS & POUCES	EN PIEDS & POUCES	D'ARMEMENT	
	DATE DU TERME									13	14	15	16	17	18
121	MEDITERRANEO, <i>Start.</i> ELECTR. Drague. (4.06)	I	3/3, R	1.1.	1 m 2 P	812	Esp	W. Conrad Haarlem	A; hél; 5 comp.	56.45 185-3	9.50 31-2	4.75 15-7	.....	Barcelone	Am 4.06
122	MEDJERDA, <i>Castan.</i> (12.03)	I	3/3, L	1.1.	Glt 3 P-S	1918	Fr	W. van Richardson & J. Low-Walker	A; hél; 5 comp.; D. 18m20; G. 14m; WB. cell. 153 t.; 1 p. A; car. 1.07; rp. 03.	87.68 287-8	10.91 35-10	7.11 23-4	.....	Marseille	Mrs 1.07
123	MEKONG, <i>Durier.</i> (12.04)	I	3/3, G	1.1.	Glt 2 P	745 336	Fr	R. Napier & Sons Glasgow	A; hél; 5 comp; R. R. 6m10; R. V. 2m70; G. 11m45; 1 p. T; 1 p. PP; rp. 07; car. 6.07.	64.00 210-0	8.54 28-0	4.13 13-7	.....	Saigon	Saig. 6.07
124	MELPOMENE <i>ex-Aghia-</i> <i>Trias, Livanos.</i> (8.05)	II	3/3, G	1.1.	2 m	778 481 511	G	C. W. Earle Hull	F; hél; 7 comp; acalthele; D. 21m95; R. 1.00; G. 12m77; rp. car. 0.	65.70 216-2	8.10 26-7	6.90 22-8	.....	Sydra	Sydra 8.05
125	MEMPHIS, ..... (6.94) ELECTR.	I	—	—	Glt 2 P-B	3815 2450 3115	Am	Remerstieg Schiff- werke & Maschinen- fabrik Hamburg	A; hél; 7 comp; D. 62m18; G. 14m30; WB. cell. 200 t.; 2 p. A.	64.24 214-0	13.25 43-6	7.93 26-0	.....	Hamburg	Hbg 94
126	MENDOZA, ..... (10.94) ELECTR.	I	—	—	Glt 2 P-B	3797 2817 3113	Am	Remerstieg Schiff- werke Hamburg	A; hél; 7 comp; D. 62m70; G. 10m97; WB. cell. 180 t.; 2 p. A.	63.62 212-0	12.80 42-6	8.54 28-2	.....	Hamburg	Hbg 94
127	MENORQUIN, <i>Cabot.</i> (9.06)	I	3/3, L	1.1.	Glt 2 P	956 545 718	Esp	..... Paisley	F; hél; 5 comp; D. 19m; G. 10m25; WB. R. 10 t.; C. A. 15 t.; rp. 07; car. 9.07.	66.10 216-9	9.16 30-1	4.81 15-10	.....	Mahon Balears	Bre 9.07
128	MENZALEH <i>(ex-Abd-El- Monem), Silvestri.</i> (12.04) ELECTR.	I	3/3, G	1.1.	Glt 2 P-S	1711 1060	Am	H. L. Russell & Co Aberdeen	A; hél; 5 comp; D. 11m40; G. 11m; WB. WT; rp-car. 11.06.	58.40 227-8	10.70 34-6	7.23 23-9	.....	Londres	L 11.06
129	MERAPI, <i>Uldall.</i> (8.07) ELECTR.	I	3/3, L	1.1.	Glt 3 P	2473 1627	P-B	Maatschappij « de Samarang Bussang	A; hél; 5 comp; D. 24m38; R. 20m10; G. 12m40; WB. L. & H. cell. 157 t.; 2 p. A; 1 p. P; rp-car. 8.67.	101.80 334-0	11.20 36-9	7.85 25-6	.....	Samarang	Sgp 8.67
130	MERCADAL, ..... (12.06) Drague.	I	1/2, L	1.1.	—	105	Am	L. Smit & Zoon Buenos Aires	A; 3 comp; 1 p. A	26.00 85-4	5.00 16-5	2.30 7-5	.....	Buenos-Ayres	Rd. 12.06
131	MERCUR, <i>Luth.</i> (11.95)	I	—	—	Glt 2 P	1435 904 873	Am	Flensburger Schiff- werke Flensburg	A; hél; 5 comp; D. 23m07; R. 34m30; G. 7m64; WB. cell. 365 t.; C. R. 30 t.; 1 p. A.	72.59 238-0	10.37 34-0	5.98 16-8	.....	Flensburg	B-A. 97
132	MERCUR, <i>Brahms.</i> (3.05) Am 07	III	3/3, G	1.1.	Glt 2 P-S	554	Am	A. C. Möller Bremen	F; hél; 5 comp; D. 24m50; G. 5m; S. 2m; rp-car. 11.07; rp. 07.	44.48 145-9	7.73 25-4	4.78 15-7	.....	Bremen	Wes 5.07

N. B. Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										MER	
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale l'ore ind. uée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES				
					DIAMÈTRES — EN CENTIMÈTRES EN POUÇES								Diamèt.   Long.		NOMBRE									
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
121	Calderai & Bastianelli	✠	Triplo (4.06)	3	31-53-55 13-23-33.5	55 22	180 500 140	Gebr. Stork & Co Hengelo 1906	Am. 4.06	✠	2 C	2.70 8-10	3.00 9-10	4	6.76 73	150 1619	11.6 165	Gebr. Stork & Co Hengelo 1906	Am. 4.06					
122	Cie de Navigation mixte (F. Touache & Co)	✠	Tr. Exp. (11.07)	4	72-111-130-150 28-44-51-51 PS. c.1.07	114 45	800 3200 95	Wigham Richard- son & Co Newcastle o/T.1898	Mrs 1.07	✠	2 C	4.65 15-3	3.44 11-3	12	17.46 188	902 9720	11.2 160 5.6-80	Wigham Richard- son & Co Newcastle o/T.1898	Mrs 7.07 p.c.7.07 v.c.03					
123	Messageries Fluviales de Cochinchine	✠	Tr. Exp. (12.04)	3	46-75-119 18-29.5-47 PS. n.6.07	76 30	150 613	R. Napier & Sons Glasgow 1894	Saig. 6.07	✠	2 C	3.15 10-4	3.00 9-10	2	6.80 73	196 2107	10.5 150 8-114	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1903	Saig. 6.07 p.c.6.07 v.c.04					
124	E Joannidis & Co	.	Tr. Exp. (8.05)	3	52-79-140 20.5-31-55 PS.8.05	75 29.3	150 800 70	..... ..... 1888	Syra8.05	.	1 C	4.60 15-1	3.15 10-4	3	5.52 59		10.5 150 3.5-50	..... .....	Syra8.05 v.c.8.05 p.c.8.05					
125	Deutsche Dampfschiff- fahrts-Gesellschaft « Kosmos »	✠	Tr. Exp. (6.04)	3	65-104-166 25.5-41-65.5	107 42	1700 68	Reiherstieg Schiffs- werfte & Masch. Fabrik Hamburg 1894	.....	✠	2 CD	3.88 12-9	5.18 17-0	8	15 160	527 5670	11.75 167	Reiherstieg Schiffs- werfte & Masch. Fabrik Hamburg 1894	Hbg 94					
126	Hamburg-Südamerika- nische Dampfschiff- fahrts-Gesellschaft	✠	Tr. Exp. (10.94)	3	61-99-158 24-39-62	107 42	1500 78	Reiherstieg Schiffs- werfte & Maschi- nenfabrik Hamburg 1894	.....	✠	2 C	4.72 15-6	3.31 10-10	6	13 140	457 4926	11.6 165	Reiherstieg Schiffs- werfte & Maschi- nenfabrik Hamburg 1894	Hbg 94					
127	«La Maritima» sociedad Mahonesa de Vapores	.	Comp. (9.06)	2	79-152 31-60 PS.9.07	99 39	152 428	Hudson & Corbett Glasgow 1881	Br.9.07	.	2 C	3.13 10-3	3.73 12-3	4	8.78 94		4.57 65	Nuevo Vulcano Barcelone 1891	Br.9.07 v.c.9.06 p.c.9.07					
128	Khedivial Mail S. S. & Graving dock Co Ltd	.	Tr. Exp. (12.04)	3	53-86-142 21-34-56 PS.12.04	107 42	202 815 70	Hall, Russell & Co Aberdeen 1888	Alcx 11.06	.	2 C	3.80 12-8	3.12 10-3	6	9.29 100	200 2151	150 10.5 5-71	Hall, Russell & Co Aberdeen 1888	Alx. 11.06 p.c.11.06 v.c.04					
129	Handelsvereniging « Kian Gwan »	✠	Qu. Exp (8.07)	4	53-84-109-160 23-33-43-63 PS.n.03;v.10.06	107 42	250 1000 60	Maatschappij de Schelde Flessingue 1889	Sgp.8.07	✠	2 CD	3.45 11-4	4.88 16-0	8	11.61 125	381 4100	14 200 7-100	Maatschappij de Schelde Flessingue 1889	Sgp.8.07 v.c.8.07 p.c.8.07					
130	Cia Arenera del Vizcano	✠	Comp. (12.06)		pour appar	eil de	drag	age seulement	Rd. 12.06	✠				fordred	g ing pur	poses	only		Rd. 12.06					
131	Schmidt & Hansen	✠	Tr. Exp. (11.95)	3	41-66-100 16-26-43	84 33	500 70	Flensburger Schiff- bau-Gesellschaft Flensburg 1895	.....	✠	1 C	4.34 14-3	3.08 10-1	3	4.30 46	188 2025	11.6 165	Flensburger Schiff- bau-Gesellschaft Flensburg 1895	Flsb. 95					
132	Dampfschiffahrts-Ge- sellschaft «Neptun»	.	Comp. (3.05)	2	46-79 18-31 PS.5.07	56 22	45 225	Flensburger Schiff- bau-Gesellschaft Flensburg 1889	Wre 3.07	.	1 C	3.05 10-0	2.59 8-6	2	2.29 25	74 792	5.97 85	Action-Gesellschaft « Weser » Bremen 1892	Am.3.05 v.c.3.05 p.c.3.05					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER		LENGTH	BREADTH	DEPTH	FREE (SUMMER WINTER W.N.A.) in inches	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				WATERTIGHT COMPARTMENTS ERECTED ON DECK WATERBALLAST, DECKS REPAIRS								
	DATE OF TERM																			
	1	2	3				4	5				6	7							8
✠	133	MERCURE, <i>Boyenval</i> Remorqueur. (5.05)	I	3/3,P	1.1.	1 m	108 17 99	Frq	89 V.05	Chant. & Atel. de la Loire Nantes	F; h <sub>el</sub> ; 5 comp; G. 3m50; R. 1m63; p.PP;rp-car.5.07.	27.19 89-2	5.61 18-5	3.02 9-11	.....	Dieppe	Dp. 75.			
✠	134	MERCURIUS, <i>Drayer.</i> (6.04)	I	3/3,A	1.1.	Glt 2 P-B	885 531 749	P-B	80 V.04	Strand Slipway Co Sunderland	F; h <sub>el</sub> ; 5 comp; (WB.); 1 p. F, grp.92; rp.01;car.6.07.	64.4 212-0	9.3 30-6	4.56 15-0	.....	Amsterdam	Am 6.07			
.	135	MERCURIUS ( <i>ex-Ganges</i> ), <i>Wingren.</i> (4.06)	II	3/3,G	1.1.	Glt 2 P-B	1884 1393 1855	Sds	68 V.06	London & Glasgow S. B. & E. Co Glasgow	F; h <sub>el</sub> ; 6 comp; (WB. V. & R.); 1 p. F; grp. 00; rp-car. 7.07.	81.50 267-5	10.15 33-4	7.77 25-6	.....	Oscarshamn	Hull 7.07			
✠	136	MERIDIAN, <i>William.</i> Turret. 90-07 (8.07)	I	3/3,L	1.1.	Glt 1 P-B	3488 2248 3001	Ang	98 V.07	Wm Doxford & Sons Ld Sunderland	A; h <sub>el</sub> ; 7 comp; G. 10m05; (WB. cell. 725 t.; cale 597 t.; C. R. 43 t.); 1 p. A; rp.07;car.8.07.	103.73 340-4	13.86 45-6	7.57 24-10	145 ½ 150	Hartlepool	N-C.S.07			
✠	137	MERIDIAN, <i>Hogg.</i> (5.97)	I	—	—	Glt	967 563 741	Rss	97	R. & W. Hawthorn, Leslie & Co Hebburn o/T	A; 2 h <sub>el</sub> ; 6 comp; D. 7m32; D. 10m36; R. 11m58; G. 9m75; (WB. cell. 245 t. C.N. 30 t.); 1 p. A.	68.57 225-0	9.75 32-0	3.76 12-4	.....	Astrakhan	N-C. 97			
✠	138	MERKUS, <i>Vegter.</i> ELECTR. (9.03)	II	—	—	2 m 2 P-A	633 379 357	P-B	03	Koninklijke Mij de Schelde Flessingue	A; 2 h <sub>el</sub> ; 5 comp, shaded; car. 6.05.	51.51 169-0	8.38 27-6	3.35 11-0	==	Batavia	Btv. 6.05			
✠	139	MERSARIO, <i>Stewart.</i> Turret. 88-06 (7.06)	I	3/3,L	1.1.	2 m	3847 2443 3130	Ang	06	Wm Doxford & Sons Ld Sunderland	A; h <sub>el</sub> ; 6 comp; D. 9m34; G. 9m73; (WB; cell. 1016 t.; C. R. 23 t.); car.2.07.	100.80 350-5	15.29 50-2	6.84 22-5	129 ½ 134	Glasgow	Card. 2.07			
.	140	MESSINA ( <i>ex-Kambyses</i> ), ELECTR. .... (4.96)	I	—	—	B-G 2 P-B	1757 1112 1598	Alm	84 V.06	Reiherstieg Schiffs- werfte Hamburg	F; h <sub>el</sub> ; 6 comp; D. 17m37; G. 11m58; R. 10m36; (WB. cell. 300 t.); 1 ½ p. F; rp-car.3.99.	82.51 270-7	10.80 35-4	6.85 22-5	.....	Hamburg	Hbg 99			
✠	141	META, <i>Harms.</i> (9.05) ELECTR.	II	3/3,R	1.1.	2 m	207 109 158	Brs	05	G. Wolken Neuhof-Hamburg	A; 2 h <sub>el</sub> ; 4 comp; R. 7m; G. 5m; 1 p. PP.	32.56 106-10	8.26 27-1	1.99 6.6	.....	Florianapolis	Hbg 9.05			
✠	142	METEOR, <i>Mc Farland.</i> (4.04)	I	3/3,L	1.1.	2 m 1 P-B	2301 1565	Amr	01 V.04	Craig Shipbuilding Co Toledo	A; h <sub>el</sub> ; 4 comp; (WB. cell.); rp. 06; car. 6.06.	77.26 253-6	13.15 43-2	7.37 24-2	.....	Seattle	Tom. 11.06			
✠	143	MEURTHE, <i>Antoni.</i> (7.04)	I	3/3,A	1.1.	Glt 2 P-B	1116 688	Frq	74 V.04	J. Elder & Co Glasgow	F; h <sub>el</sub> ; 6 comp; alg.76; G. 9m14; rp. 04; car.11.06.	69.6 228-6	8.7 28-5	6.52 21-4	.....	Marseille	Mrs. 11.06			
✠	144	MEUSA, <i>Maars.</i> (12.01) ELECTR. Porteur.	I	—	—	1 m	204 98	Chl	01	A. F. Smulders Slikerveet	A; h <sub>el</sub> ; 8 comp; 1 p. A.	41.90 137-6	7.00 23 0	3.60 11-10	.....	Valparaiso	Rd. 01			

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY OF BOILERS
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES	HEATING surface in sq. feet	PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION				
					DIAMETERS IN CENTIMETERS IN INCHES	IN INCHES						Diamet.					Length				
																		IN METERS IN FEET AND INCHES	IN METERS IN FEET AND INCHES		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
133	Chambre de Commerce	✠	Comp. (5.05)	2	52 - 86 20.5 - 34 PS. 5.07	62 24.4	75 300 105	Ateliers & Chantiers de la Loire Havre 1889	Dp. 5.07	✠	1 C	3.10 10-2	3.25 10-8	2	4.22 45	100 1075	7 100	Dubus & Dupont Havre 1901	Dp. 5.07 v.c. 5.05		
134	Koninklijke Nederlandsche Stoomboot Maatschappij	.	Comp. (6.04)	2	68.5 - 127 27 - 50 PS. 6.07	91.4 36	108 500	G. Clark Sunderland 1880	Am. 6.07	.	1 C	4.11 13-6	3.05 10-0	3	6.22 67		5.27 75	G. Clark Sunderland 1880	Am. 04 v.c. 04 P.C. 04		
135	Rederi Aktiebolaget «Orion» (O. Wingren)	.	Comp. (4.06)	2	76 - 158 30 - 62 PS. 7.07	107 42	200	W. Doxford & Sons Sunderland 1882	Hull 7.07	.	2 C	3.96 13-0	3.20 10-6	6	9.50 102	278 2985	4.6 66	W. Doxford & Sons Sunderland 1882	Ordn. 4.07 P.C. 4.06 v.c. 4.06		
136	The Horsley Line Ltd (M. H. Horsley)	✠	Tr. Exp. (8.07)	3	61 - 99 - 168 24 - 39 - 66 PS. 8.07	114 45	300 1200 58	Ths Richardson & Sons Ltd Hartlepool 1898	N-C. 8.07	✠	2 C	4.80 15-9	3.20 10-6	6	8.20 88	433 4667	11.2 160 5.6-80	Ths Richardson & Sons Ltd Hartlepool 1898	N-C. 8.07 v.c. 8.07		
137	Eastern Carrying, Insurance, Storing & Warrant Co	✠	2 Tr. Exp. (5.97)	6	29 - 46 - 76 11.5-18-30	51 20	110 550 134	Ross & Duncan Glasgow 1897	.....	✠	2 C	3.05 10-0	3.14 10-4	4	6.31 68	173 1860	11.9 170	Ross & Duncan Glasgow 1897	N-C. 97		
138	Koninklijke Paketvaart Mij	✠	2 Comp. (9.03)	4	41 - 82 16 - 32 PS. T. n. 8.04; PS. B. 8.04	46 18	400 120	Koninklijke Mij de Schelde Flessingue 1903	Biv. 6.05	✠	1 C	4.27 14-0	3.05 10-0	3	5.30 57	152 1635	7.7 110 7.7-110	Koninklijke Mij de Schelde Flessingue 1903	Biv. 6.05 P.C. 6.05		
139	MacLay & Mc Intyre	✠	Tr. Exp. (7.06)	3	63 - 104 - 168 23 - 41 - 66	114 45	316 1450 66	Wm Doxford & Sons Ltd Sunderland 1906	N-C. 7.06	✠	2 C	4.95 16-3	3.25 11-0	6	11.30 122	479 5157	11.2 160	Wm Doxford & Sons Ltd Sunderland 1906	N-C. 7.06		
140	Rob. M. Sloman Jr	✠	Comp. (4.96)	2	86 - 158 34 - 62	107 42	225 927 67	Reiherstieg Schiffswerfte Hamburg 1884	.....	✠	2 C	4.11 13-6	3.20 10-6	6	9.85 106	353 3800	5.27 75	Reiherstieg Schiffswerfte Hamburg 1884	Hbg 99 v.c. 96		
141	Carl Hoepeke Jr	✠	2 Comp. (9.05)	4	19 - 35 7.5 - 14	28 11	150 200	Ottensener Maschinenfabrik J.F. Ahrens. Altona 1905	Hbg 9.05	✠	1 C	2.43 8-0	2.82 9-3	2	2.00 22	64 689	10 142	Ottensener Eisenwerk vorm. Pommée & Ahrens. Altona 1905	Hbg 9.05		
142	Globe Navigation Co	.	Tr. Exp. (4.04)	3	51 - 83 - 140 20 - 32.5 - 55 PS. 5.03	102 40	850 80	Craig Shipbuilding Co Toledo 1901	P-T. 04	.	2 C	3.61 12-6	3.66 12-0	4	8.56 92	365 3922	12.6 180	Lake Erie Boiler Works Buffalo 1901	P-T. 04 v.c. 04		
143	Ciede Navigation Marocaine & Arménienne (N. Paquet & Co)	.	Comp. (7.04)	2	71 - 127 28 - 50 PS. 11.06	76 30	125 500	J. Elder & Co Glasgow 1874	Mrs. 11.06	.	1 C	2.35 7-9	2.40 7-10	5			5 71	Stapfer de Duclos Marseille 1895	Mrs. 11.06 v.c. 04 P.C. 04		
144	Gouvernement Chilien	✠	Comp. (12.01)	2	38 - 76 15 - 30	40 16	50 250 140	A. F. Smulders Rotterdam 1901	.....	✠	2 C	2.39 7-7	2.90 9-6	2	3.06 33	94 1011	8.25 117	A. F. Smulders Rotterdam 1901	Rd. 01		

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT	NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST. PONTS REPARATIONS	LONGUEUR — EN METRES EN PIEDS & POUCES	LARGEUR — EN METRES EN PIEDS & POUCES	CREUX — EN METRES EN PIEDS & POUCES	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		T. R. U.															
	DATE DU TERME																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
✠	145	MEXICO, <i>Ross Kennedy</i> . ELECTR. 93-96 (6.03) Drague.	I	3/3, P	1.1.	Glt	1718 566 1509	Ang	96 V.00	Lobnitz & Co Ld Renfrew	A; 2 hél; 7 comp; 1 D. 26m24; G. 23m50; (WB. C. R. 50 t.); 1 p. A. grp.03; rp-car.11.04.	76.81 252-0	12.49 41-0	5.18 17-0	54 56 58	London	S-F. 04	
✠	146	MEXICO, <i>Paoletti</i> . ELECTR. —- 05 (10.05)	I	3/3, L A.&C.P.	1.1.	2 m 3 P-G	4885 3100 4552	Frç	05	Forges & Chantiers Le Havre	A; hél; 7 comp; sword; D. 15m50; R. 22m; G. 13m00; (WB. cell. 887 t; C. R. 62 t; A. 76 t.); 3 p. A; car.8.07.	108.00 354-4	14.50 47-7	9.58 31-6	107 113	Le Havre	Hv. 8.07	
•	147	MICHAÏL-KASI (ex-Vega), Louskin. (7.97)	II	—	—	Glt	614 342	Rss	69 V.97	Gothembourg	F; 2 hél; 8 comp.	54.49 178-0	8.18 26-10	3.28 10-9	.....	Archangel	Åbo 97	
✠	148	MICHAÏL-LINOVSKY, ELECTR. .... (1.01) Drague.	I	—	—	1 m	570 206 558	Rss	01	Wm Simons & Co Ld Renfrew	A; hél; 5 comp; R. AR. 2m20; G. 4m70.	55.52 182-2	10.97 36-0	3.79 12-5	==	St-Petersburg	Glsq 01	
•	149	MICHEL (ex-Grafton), Guesdon. (8.06) 82-01	I	3/3, G	1.1.	2m 2 P-B-S	1772 1100 1786	Frç	81 V.06	R. Thompson & Sons Sunderland	F; hél; 5 comp; R. 16m50; (WB. cell. 216 t; C. A. 86 t.; C. R. 9 t.); 1 p. F; rp.06; car.9.07.	79.25 200-0	11.12 36-6	7.79 25-3	.....	Le Havre	Hv. 9.07	
✠	150	MICHIGAN, <i>Eynon</i> . ELECTR. .... (7.03)	I	3/3, L A.&C.P.	1.1.	4 m 4 P-S	4909 3085 4785	Ang	87 V.00	Harland & Wolff Belfast	A; hél; 7 comp; sword; R. 36m58; WT. cales 1423 t; WB. E. & B. 255 t; 2 p. A; 1 1/2 p. F; rp.03; car. 2.07.	122.0 400-1	14.4 47-2	8.56 34-0	115 0 121.0	Liverpool	Lvp. 2.07	
✠	151	MIDLAND-KING, .... ELECTR. .... (11.03)	I	3/3, P Lakes	1.1.	2 m 1 P-B	3965 2450	Ang	03	Collingwood Shipb. Co Collingwood	A; hél; 4 comp.	109.12 358-0	14.62 48-0	7.29 23-11	.....	Midland	Clv. 03	
✠	152	MIDLAND-PRINCE, .... ELECTR. .... (4.07)	I	3/3, P Lakes	1.1.	2 m 1 P-B	—	Ang	07	Collingwood Ship Co Collingwood	A; hél; 5 comp; WB. DB. & ade tanks.	142.04 466-0	14.70 55-0	9.44 31-0	.....	Midland	Clv. 4.07	
•	153	MIDNIGHT-SUN (ex-Geno- ral-Werder,) <i>Sergent</i> . 92-05 (6.03)	I	3/3, Y	1.1.	2 m 3 P-B-A	3178 1893 2189	Ang	74 V.03	Caird & Co Greenock	F; hél; 6 comp; awaitingd; 1 1/2 p. F; grp. 90; car. 6.07.	107.39 352-4	11.93 39-2	7.06 23-2	79 85 1/2	Newcastle/T.	N-C. 6.07	
✠	154	MIE (ex-Léonie), <i>Desitter</i> . Trawler. .... (11.05)	I	3/3, P	1.1.	Chl	144 72 133	Blz	97 V.05	Hawthorns & Co (Ld) Leith	A; hél; 4 comp; G. 1m40; (WB. 14 t.; rp.04; car.10.07)	32.13 100-5	6.25 20-6	3.42 11-3	.....	Ostende	Am. 10.07	
✠	155	MIETZING, <i>Papist</i> . ..... (10.95)	I P.R.	—	—	Glt	514 293 401	Alm	91 V.95	J. W. Klawitter Danzig	A; hél; 5 comp; cella. 1/2 D. 13m90; R. 13m80; G. 6m50; WB. E. & B. 70 t; C. A. 32 t.; 1 p. A; rp-car.9.95.	52.42 172-0	7.62 25-0	3.96 13-0	.....	Danzig	Dz 95	
•	156	MIGUEL-M-PINILLOS, Bentez. (7.07)	I	3/3, L	1.1.	2m 3 P-B-S	2999 2120	Esp	85 V.05	James Laing Sunderland	A; hél; 6 comp; sword; R. 22m56; G. 11m88; WB. 338 t; 2 p. A; rp-car. 7.07.	100.68 300-4	12.70 41-8	8.70 28-6	...	Cadix	Bro. 7.07	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIERES										DATE DE VISITE DES CHAUDIERES
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		FORCE NOMINALE EN CV	FORCE INDICÉE EN CV	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	PRESSION EN MÈTRES CARRÉS EN PIEDS CARRÉS	CONSTRUCTEURS	DATE DE VISITE DES CHAUDIERES					
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces							Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES									
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
145	S. Pearson & Son	✠	2 <sup>Tr. Exp.</sup> (6.03)	6	38 - 64 - 102 15 - 25 - 40 PS.n.6.03; v.11.04	76 30	180 1200	Lobnitz & Co Ld Renfrew 1896	S-F. 04	✠	2 C	4.03 13-3	5.05 10-0	6	8.10 103	255 2744	11.2 160	Lobnitz & Co Ld Renfrew 1902	Glsq. 03 v.c.03				
146	Cie Générale Transat Atlantique	✠	Triple (10.05)	3	65 - 100 - 160 25.5-39-63 PS. 8.07	110 43.5	2200 72	Forges & Chantiers Le Havre 1905	Hv. 8.07	✠	3 C	4.20 13-9	3.55 11-8	9	18 194	578 6215	12 171 12-171	Forges & Chantiers Le Havre 1905	Hv. 8.07				
147	Archangel Mourman Steam Navigation Co	.	2 Comp. (7.97)	4	40.5 - 76 16-30	50 19.5	470 150	..... Motala 1885	.....	✠	2 C	2.87 9-5	2.74 9-0	6	6.13 66	87 939	4.92 70	Wm Crichton Åbo 1897	Åbo 97 v.c.97				
148	Gouvernement Impérial de Russie	✠	Comp. (1.01)	2	56 - 112 22 - 44	61 24	80 800 119	Wm Simons & Co Ld Renfrew 1901	.....	✠	2 CD	3.88 12-9	3.10 10-2	4	8.36 90	274 2949	8.4 120	Wm Simons & Co Ld Renfrew 1901	Glsq. 01				
149	Worms & Co	.	Comp. (8.06)	2	58 - 147 22.5 - 58 PS.n.06; v.9.07	106 41.7	600 55	Geo. Clark Sunderland 1881	Hv. 8.06	.	1 C	4.49 14-9	3.20 10-6	4	5.80 62	187 2011	10 143 7-100	Geo. Clark Sunderland 1895	Hv. 9.07 v.c.8.06 p.c.8.06				
150	White Diamond S. S. Co (Geo. Warren & Co)	✠	Tr. Exp. (10.03)	3	79 - 127 - 206 31 - 50 - 81 PS. 3.06	152 60	600 3000	Harland & Wolff Belfast 1887	Lvp. 3.06	✠	3 CD	3.96 13-0	5.03 16-6	18	26.11 281		10.5 150	Harland & Wolff Belfast 1887	Lvp. 6.06 v.c.03				
151	Midland Navigation Co	✠	Tr. Exp. (11.03)	3	51 - 85 - 140 20-33.5-55	102 40	1000 85	Bertram Engine Works Co Collingwood 1903	.....	✠	2 C	4.27 14-0	3.66 12-0	6	11.72 126	636 6840	12.5 177	Bertram Engine Works Co Toronto 1903	Clv. 03				
152	Midland Navigation Co	✠	Triple (4.07)	3	58-98-160 23-38.5-63	107 42	2000 90	Collingwood Shipb. Co Collingwood 1907	Clv. 4.07	✠	2 C	4.72 15-6	3.66 12-0	6	44.52 468	547 5880	12.6 180	Collingwood Shipb. Co Collingwood 1907	Clv. 4.07				
153	The Albion S.S. Co Ld (J. S. Pearson)	.	Tr. Exp. (6.03)	3	76 - 127 - 206 30 - 50 - 81 PS. 5.05	317 54	500 3000 72	Caird & Co Greenock 1874 Transf. 1893	N.C. 5.05	✠	4 C	4.41 11-6	2.97 9-9	16	23.60 254	729 7848	11.2 160	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1893	N-C. 03 v.c.03				
154	Henri Declercq (à Bru- ges)	.	Tr. Exp. (8.05)	3	28 - 44 - 76 11 - 17½ - 30 PS.n.10.07	53 21	57 230 120	Hawthorns & Co Ld Leith 1896	Av. 10.06	.	1 C	3.50 11-6	3.20 10-6	2	3.06 33	101 1090	11.25 160	Hawthorns & Co Ld Leith 1896	Av. 10.06 v.c.8.05				
155	F. G. Reinhold	✠	Tr. Exp. (10.95)	3	33 - 55 - 90 13 - 21.6 - 35.4	65 23.5	90 350 100	J. W. Klawitter Danzig 1891	.....	✠	2 C	2.50 8-2	2.50 8-2	2	3.60 38.7	122 1310	11 156	J. W. Klawitter Danzig 1891	Dz. 95 v.c.95				
156	Piñillos, Izquierdo & Co	.	Triple (7.07)	3	64 - 102 - 168 25 - 40 - 66	114 45	300 1200	J. Dickinson Sunderland 1885	Bre. 7.07	.	2 CD			5	4.09 44	449 4944	10.8 154 3-42	..... ..... 1893	Bre. 7.07 p.c. 7.07 v.c. 7.07				



## MIN

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	Tonnage		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATER-TIGHT COMPARTMENTS ERECTOR ON DECK WATERBALLAST, DECK REPAIRS	LENGTH IN FEET & INCHES 13 14 15	BREADTH IN FEET & INCHES 16 17 18	DEPTH IN FEET & INCHES 19 20 21	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND INSURANCE						T.	R.										U.
	DATE OF TERM																	
	1	2	3															
157	MILÓ, Vidensk.	8.01		II	3.0.1.1.1	2m	1057	1 P-B	Ang	80	London & Glasgow Shipb. & Eng. Co. Ld. Glasgow	F; hel; 6 comp; R. 27m60; G. 6m30; rp. 06; car. 6.07.	73.15	8.90	4.70	.....	Liverpool	Alx. 9.97
158	MINER, Göteborg	8.01		III	3.0.1.1.1	2m	441	1 P-B	Ses	80	Mekan. Werkstad Göteborg	F; hel; 5 comp; W.B.C.A. 30 t.; p. P; rp-car. 3.07.	43.9	7.4	4.78	.....	Göteborg	Gö. 1.07
159	MINI, Friesland	8.04		I	3.0.1.1.1	2m	571	1 P-B	Ang	80	Hansa-Werke Kiel	A; hel; 5 comp; ½ D. 18m; R. 14m30; G. 7m60; W.B. cell. 119 t.; rp-car 7.07.	61.95	9.19	4.33	.....	Kiel	N.C. 7.07
160	MINAS ex-Para, Friesland	7.99		I	—	2m	3060	2 P-B	Ang	91	Ges. Ansaldo & Co Sestri-P.	A; hel; 7 comp; spard; D. 12m90; R. 28m12; G. 11m72; W.B. cell. 543 t.; 1 p. A; 1 p. PP; rp. 94; car. 9.99.	97.50	12.26	9.08	.....	Genoa	Gn. 9.90
161	MINAS-DE-BALAN ex-Pax Göteborg	7.99		I	—	2m	1758	1 P-B	Ang	79	Caird & Co Greenock	F; hel; 6 comp; R. R. 13m71; G. 10m97; R. 23m1 p. F. 1 p. P; car. 8.92	81.99	10.28	7.22	.....	Manilla	H-K. 02
162	MINERAL, London	8.07		I	3.0.1.1.1	2m	1526	1 P-B	Ses	80	Sir Raylton Dixon & Co Ld Middlesbrough	A; hel; 7 comp; D. 6m94; R. 18m90; G. 8m23; W.B. cell. 334 t.; C.A. 50 t.; C. R. 30 t.; car. 9.07; rp. 04.	74.98	11.27	5.52	33½ 36½ 38½	Oxelosund	Stb. 9.87
163	MINERVA, Bremen	1.05		I	3.0.1.1.1	2m	570	2 P-B	Ang	80	Jas. Laing Sunderland	F; hel; 5 comp; W.B.; 1 p. F; car. 6.07; rp. 02.	64.4	9.3	4.56	.....	Amsterdam	Am. 6.07
164	MINGRELIE, Valparaiso	11.00		I	3.0.1.1.1	2m	2185	2 P-B	Ang	80	Forges & Chantiers La Seyne	A-F; hel; 7 comp; D. 19m40; R. 22m50; G. 8m70; W.B. 300 t.; 2 p. A; grp SS. 97; rp. 06; car. 8.07.	94.2	11.0	7.14	.....	Marseille	Mrs. 8.07
165	MINIER ex-Alexis, Alexis Dumas	11.00		I	3.0.1.1.1	2m	2889	1 P-B	Ang	76	D. W. Henderson & Co Partick	F; hel; 7 comp; R. R. 21m30; R. 10m30; W.B. 180 t.; C. R. 120 t.; rp. 06; car. 5.07.	167.00	19.86	8.70	.....	Londres	Ang. 5.07
166	MINISTRO-KEBUS ex B. F., Andersen	8.04		I	3.0.1.1.1	2m	231	1 P-B	Ang	91	Forges et Chantiers de la Mécanique Le Havre	A; hel; 5 comp; D. 8m50; R. 11m90; G. 10m30; W.B. cell. 20 t.; car. R. 10 t.; p. A; rp-car. 3.06.	38.60	6.63	3.23	.....	Punta Arenas	Ch. 3.66
167	MINNA, Schindler	8.00		I	—	2m	992	1 P-B	Ang	90	Krawatten J. W. Danzig	A; hel; 5 comp; welded; ½ D. 21m75; R. 16m38; G. 7m11; W.B. cell. 302 t.; C. A. 16 t.; C. R. 14 t.; 1 p. A.	66.74	9.29	4.81	.....	Danzig	Dz. 96
168	MINNA-SCHLDT, Bath	7.91		I	—	2m	992	1 P-B	Ang	91	Flensburger Schiff- bau-Gesellschaft Flensburg	A; hel; 5 comp; welded; ½ D. 22m83; R. 16m62; G. 6m17; W.B. cell. 267 t.; 1 p. A; car. 6.95.	66.76	9.71	4.86	.....	Flensburg	Flsb. 95

N. B. The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								LAST SURVEY			
			DESCRIPTION	DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal indicated revolutions		BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces			PRESSURE Main Boiler, Donkey Boiler.	MAKERS	PORT AND DATE of CONSTRUCTION
						DIAMETERS	STROKE in inches							Diamet.	Length	grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
157	Asia Minor S. S. Co Ltd	•	Comp. (6.06)	2	69 - 119 27 - 47 PS. 6.06	76 30	95 450 60	C. D. Holmes & Co Hull 1875	Alx. 6.07	•	1 CD	5.27 15-0	3.40 11-2	4	7.00 75	98 1054	5 70 4.2-60	Amos & Smith Hull 1889	Alx. 6.07 p.c. 6.07 v.c. 6.06		
158	C. A. Frick	•	Tr. Exp. (3.07)	3	27 5 - 40 - 72 10.8-15.7-28.2 PS. 3.07	49.5 19.5	40 180	Mekan. Werkst. Gothembourg 1883 transf. 1899	Got. 3.07	•	1 C	2.59 8-6	2.17 7-2	2	1.80 20	56.25 605	10.5 150 6-85	Gotebörqs Mekan. Werkst. Gothembourg 1899	Got. 3.07 p.c. 3.07 v.c. 3.07		
159	H. Diederichsen	•	Tr. Exp. (5.04)	3	36 - 60 - 93 14-23.5-36.5 PS. c. 7.07	60 23.5	400 88	Gebr. Howaldt Kiel 1889	N-C. 7.07	•	2 C	2.55 8-4	2.93 9-8	2	4.20 45	142 1529	11 156	Gebr. Howaldt Kiel 1889	N-C. 7.07 v.c. 04		
160	Societa Liguro-Brasili- ana di Navigazione	✠	Tr. Exp. (7.99)	3	58 - 96 - 156 23 - 37.7-61.4	110 43.2	350 1350 75	Gio. Ansaldo & Co Sampierdarena 1891	.....	✠	2 CD	3.52 11-6	5.00 16-4	16	13.60 146	400 4300	11.4 162 5.6-80	Gio. Ansaldo & Co Sampierdarena 1891	Gn. 99 v.c. 99		
161	Cia Minas de Carbon de Balan	•	Comp (7.00)	2	86 - 158 34 - 62 PS. 8.02	107 42	180 800	Caird & Co Greenock 1879	.....	✠	2 C	4.01 13-2	3.20 10-6	6	9.60 103	333 3584	6 85 7-100	Reiherstieg Schiffs- werfte Hamburg 1892	H-K. 02 v.c. 00		
162	Oxelösunds Rederi-Ak- tiebolag (P. Tham,	✠	Tr. Exp. (9.07)	3	46 - 74 - 122 18 29-48 PS. 2.06	84 33	164 800 75	Richardson, West- garth & Co Ltd Middlesbro' 1903	Stkh. 9.07	✠	2 C	3.74 12 3	3.05 10 0	4	6.88 71	263 2830	12.6 180 6.3-90	Richardson, West- garth & Co Ltd Middlesbro' 1903	Stkh. 9.07 p.c. 9.07 v.c. 9.07		
163	Koninklijke Nederland- sche Stoomboot Maat- schappij	•	Comp. (1.05)	2	68.5 - 127 27 - 50 PS. 6.07	91.4 36	108 500	G. Clark Sunderland 1880	Am 6.07	•	1 C	4.33 14-3	3.11 10-3	3	6.22 67	178 1915	5.27 75	G. Clark Sunderland 1880	Am. 1.05 v.c. 1.05 p.c. 1.05		
164	Cie de Navigation Maro- caine & Arménienne (N. Paquet & Co)	✠	Comp. (11.06)	2	100 - 185 39.3 - 73 PS. 6.06	108 42.5	375 1500	Forges & Chantiers Marseille 1883	M.s. 11.06	✠	4 C	3.51 11 6	2.20 7 4	8	13.60 146	520 5591	5.5 77	Stapfer de Duclos Marseille 1897	M.s. 11.06 p.c. 11.06 v.c. 11.06		
165	Khedivial Mail S. S. & Graving Dock Co Ltd	•	Tr. Exp. (11.06)	3	61 - 94 - 147 24 - 37 - 58 PS. 11.06	122 48	240 1418 68	D. W. Henderson & Co Partick 1887	Alx. 5.07	•	1 CD	4.50 14-9	4.88 16-0	8	12.37 133	313 3364	9.8 140	D. W. Henderson & Co Partick 1886	Alx. 5.07 p.c. 11.06 v.c. 11.06		
166	Zuid-Patagonische Ko- permijnen	✠	Tr. Exp. 3.04	3	33 - 50 - 81 13 - 19.5 32 PS. 11.04	50 19.5	90 360 135	Forges et Chantiers de la Méditerranée Le Havre 1891	Chb. 3.06	✠	1 C	3.30 10-10	3.10 10-2	2	3.50 38	115 1236	11.5 164 5.5-78	Caillard & Co Le Havre 1900	Chb. 3.06 p.c. 3.06 v.c. 04		
167	F. G. Reinhold	✠	Tr. Exp. (5.96)	3	43 - 69 - 106 17 - 27 - 41.7	70 27.6	105 550 105	J. W. Klawitter Danzig 1896	.....	✠	2 C	2.96 9-8	2.78 9-1	4	4.80 52	171 1840	12 170	J. W. Klawitter Danzig 1896	Dz. 96		
168	H. Schuldt	✠	Tr. Exp. (7.95)	3	38 - 57 - 107 15 - 22.5 - 42	76 30	500 85	Flensburger Schiff- bau-Gesellschaft Flensburg 1891	.....	✠	2 C	3.25 10 8	2.51 8-3	4	4.41 47	164 1763	11.5 165	Flensburger Schiff- bau-Gesellschaft Flensburg 1891	Flsb. 95 v.c. 95		

SURVEILLANCE SPECIALÉ	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				LONGUEUR	LARGEUR	CREUX	FRANC BORD (ÉTÉ HIVER H.A.N. en pouces)	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE			
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME			4	5	6		T. R. U.	8				9	10	11	12	13	14	15				16	17	18
	1	2	3																						
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18								
✠	169	MINNEAPOLIS, <i>Jackson</i> (4.97)	I	—	—	2 m 2 P	2029 1291	Amr	97	Chicago Shipbuild- ing Co Chicago	A; <i>hél</i> ; 4 comp; (WB. cell.); 1 p. A.	72.54 238-0	12.85 42-2	6.76 22-2	.....	Cleveland	Chc 97								
.	170	MISSIR ( <i>ex-Argyll</i> ), <i>Salem el Bedoni</i> . (9.04)	II	3/3, G	1.1.	3 m 2 P-A	785 444	Ang	64 V.04	Barclay, Curle & Co Glasgow	F; <i>hél</i> ; 5 comp; shaded; car. 11.06.	67.95 223-0	8.40 27-7	4.68 15-4	.....	Londres	Alx. 9.07								
✠	171	MISSOURI, ..... (5.01) <i>ELECTR.</i>	I	3/3, L	1.1.	2 m 2 P	2434 1484	Amr	04	Chicago Shiph. Co S. Chicago	A; <i>hél</i> ; 5 comp.	68.57 225-0	12.19 40-0	7.21 23-8	.....	Duluth	Clv. 04								
✠	172	MIZAR, <i>Datema</i> . (7.05)	I	3/3, L	1.1.	2 m A.&c.p.	2020 1298 1848	P.B	05	Bonn & Mees Rotterdam	A; <i>hél</i> ; 5 comp; R. 20m12; G. 7m93; (WB. cell. 550 t.); 1 p. A; car. 5.07.	85.27 279-9	12.19 40-0	6.71 22-0	43½ 46½ 48½	Rotterdam	Rd. 5.07								
✠	173	MOÏSE, <i>Moselli</i> . (10.04)	I	3/3, L	1.1.	B-G 3 P-S	1820 856 1220	Frç	80 V.04	J. Elder & Co Glasgow	F; <i>hél</i> ; 7 comp; spard; G. 14m32; 2 p. PP; rp.05; car 3.07.	95.1 312-0	10.2 33-6	5.20 24-3 17-0	.....	Marseille	Mrs 3.07								
.	174	MOKOLII, <i>M'Gregor</i> . (8.93)	9-4	—	—	Glt	72 42	Amr	78 0.94	Risdon Works San-Francisco	P.ch.m-fr; <i>hél</i> ; R. ( <i>sal</i> ); p. P; d. ft-m. 8.87.	24.38 80-0	5.54 18-2	2.03 6-8	.....	Honolulu	Hnl. 94 c.v. 94								
.	175	MOLBAEK ( <i>ex-Neptun</i> ), <i>Trallevig</i> . (2.04)	13-4	5/6, G	1.1.	G3m	360 254 272	Nrw	73 0.04	J. G. Jensen Stockholm	F-P; <i>hél</i> ; 3 comp.½; D. 9m80; G. 7m32; sfb; p.u.91; grp.00; rp.03; car. 7.06.	43.00 141-1	7.40 24-3	3.86 12-8	.....	Floro	Brg. 7.06								
✠	176	MOLENBEEK-ST-JEAN, <i>Hermans</i> . (6.99) Remorqueur.	I	—	—	1 m bsc	49	Blg	99	Sté An. des Ateliers, Forges & Aciéries Bruges	A-F; <i>hél</i> ; 4 comp; 1 p. F.	19.80 65-0	4.30 14-1	2.35 7-9	.....	Bruxelles	Brng. 99								
.	177	MONARCH ( <i>ex-Tyne-Mo- narch, Groen</i> . (7.05)	I	3/3, P	1.1.	Kt	147 48 141	P-B	92 V.05	Raylton, Dixon & Co Middlesbrough	F; <i>hél</i> ; 4 comp; ½ D. 4m87; ½ G. 4m42; p. PP; car. 10.06.	30.63 100-0	6.20 20-4	3.22 10-7	.....	Ymuden	Am. 10.06								
✠	178	MONT-PELVOUX, ..... <i>ELECTR. Paoli</i> (10.07) 93-07	I	3/3, L	1.1.	2 m 2 P-S	4812 3354 3877	Frç	07	Forges et chantiers de la Méditerranée La Seyne	A; <i>hél</i> ; 7 comp; spard; D. 13m50; R. 31m70; G. 12.30; (WB. cell. 1100 t.); 2 p. A.	102.20 358-5	14.70 48-3	8.15 26-9	81 85	Marseille	Mrs. 10.07								
✠	179	MONT-ROSE, <i>Lacagne</i> . (10.07)	I	3/3, L	1.1.	2 m 2 P-S	3518 2478 3618	Frç	02 V.07	Chantiers de Pro- venço Port-de-Bouc	A; <i>hél</i> ; 7 comp; spard; D. 12m53; R. 23m31; G. 10m89; (WB. cell. 258 t.; C.V. 19 t.; C. R. 21 t.); car. 10.07.	105.50 346-2	13.60 44-8	8.48 27-10	74 79	Marsoille	Mrs. 10.07								
.	180	MONTARA ( <i>ex-Williamette</i> ), <i>Riley</i> . (10.06)	I	3/3, G	1.1.	Glt 3 P-H	2562 1695	Amr	81 V.06	J. Roach & Son Chester (Pa)	F; <i>hél</i> ; 6 comp; awningd; D. 45m72; G. 12m20; 2 p. F; rp.07; car. 6.07.	96.16 315-6	11.93 39-2	6.60 21-8	.....	New-York	Vcv. 6.07								

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Réglements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										SURVEILLANCE SPECIALE	CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS	CONSTRUCTEURS											
						DIAMÈTRES	COURSE des pistons				Diamèt.   Long.	NOMBRE													
															EN CENTIMÈTRES EN POUCES	cent. pouces	EN MÈTRES EN PIEDS ET POUCES	surf. de grille surf. nat. carr. en pieds carr.							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
169	Lower Lakes S.S. Co	✠	Tr. Exp. (4.97)	3	43 - 73.5 - 119 17 - 29 - 47	91.4 36	Force ind. pée 700 78	Cleveland Ship- building Co Cleveland (O.) 1897	.....	✠	2 C	3.35 11-0	3.66 12-0	4	6.70 72	245 2636	11.9 165	Cleveland Ship- building Co Cleveland (O.) 1897	Chc.						
170	Khedivial Mail S. S. & Graving Dock Co Ltd	.	Comp (9.04)	2	66 - 132 29 - 52 PS.n.9.02;v.6.05	91 36	110 500 60	Day, Summers & Co Southampton 1880	Alx. 9.07	.	2 C	3.50 11-6	2.90 9-6	4	9.00 97	148 1591	3.74 55 3-43	Day, Summers & Co Southampton 1880	Alx. 9.07 v.c.04 P.C. 9.07						
171	Northern Michigan Trans. Co	✠	Tr. Exp. (5.04)	3	51 - 84 - 137 20 - 33 - 54	91 36	1650 115	Chicago Shiph. Co S. Chicago 1904	Clv. 04	✠	2 C	4.00 13-2	3.50 11-6	4	7.44 80	409 4400	12.6 180	American Shiph. Co S. Chicago 1904	Clv. 04						
172	Van Nievelt, Goudriaan & Co	✠	Tr. Exp. (7.05)	3	53 - 89 - 145 21 - 35 - 57 PS.5.07	99 39	1100 70	Koninkl. Mij de Schelde Flessingue 1905	Rd. 5.07	✠	2 C	4.19 13-9	3.05 10-0	6	8.93 96	312 3360	11.2 160	Koninkl. Mij de Schelde Flessingue 1905	Rd. 7.05						
173	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (10.04)	2	79 - 130 - 203 31 - 51 - 80 PS. 3.07	122 48	600 2400 74	J. Elder & Co Glasgow 1880 Transf. 1891	Mrs. 3.07	✠	2 CD	4.20 13-9	5.60 18-4	12	21.66 233	566 6086	11.1 154 5-71	Ateliers de St-Na- zaire Penhoët St-Nazaire 1904	Mrs. 04 v.c.04 P.C. 04						
174	Inter Island Steam Navi- gation Co	.	Comp. tand. (8.93)	2	23.5 - 41.3 9.2 - 16.2	30.5 12	110	Risdon Iron Works San-Francisco 1878	.....	.	1 C	2.13 7-0	2.13 7-0	1	1.3 15	—	6.33 90	Hon. Iron Works Honolulu 1887	Hnl. 94 v.c.94						
175	Elias Olsen	.	Comp. (2.04)	2	44 - 72 17.3-28.4 PS. 8.04	42 16.6	40 110	Bergsund Verkstad Stockholm 1873	Chrt. 04	.	1 C	2.57 8-5	2.62 8-7	2	2.50 27	—	4.22 60	Helsans Maskinfab- rik Helsingborg 1891	Brg. 8.06 v.c.04						
176	Soc. an. du Canal & des Installations Mariti- mes	✠	Comp. 6.99	2	25 - 45 10 - 18	30 12	25 100 160	Société anon. Mar- cinelle & Couillet Couillet 1899	.....	✠	1 C	2.20 7-3	2.80 9-2	1	1.57 17	50 338	9.5 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 09						
177	Stoom Visserij Mij « O verijssel »	.	Tr. Exp. (7.05)	3	29 - 48 - 75 11.5 19 29.5 PS. n.7.06	53 21	60 300 106	Worth & Mackenzie Middlesbrough 1892	Am. 7.06	.	1 C	3.12 10-3	2.74 9-0	2	3.30 36	80 863	11.2 160	Worth & Mackenzie Middlesbrough 1892	Am. 7.05 v.c. 7.05						
178	Sté Générale des Trans- ports Maritimes à Va- peur	✠	Triple (10.07)	3	67 - 104 - 165 26.5 - 41 - 65	110 43.5	475 1900 72	Forges & Chantiers La Seyne 1907	Mis. 10.07	✠	2 C	4.75 15-5	3.35 11-0	6	16 172	510 5470	11.2 160	Forges & Chantiers La Seyne 1907	Mis. 10.07						
179	Sté Générale des Trans- ports Maritimes à Va- peur	✠	Tr. Exp. (1.03)	3	62 - 100 - 160 24 - 39.5 - 63 PS. 1.07	120 47	525 2100 72	Ateliers de Provence Marseille 1903	Mis. 10.07	✠	2 C	4.75 15-7	3.28 10-9	6	14.85 160	449 4828	11.2 160 7-100	Ateliers de Provence Marseille 1903	Mis. 10.07 P.C. 10.07 v.c. 10.07						
180	Pacific Coast Co	.	Tr. Exp. (10.06)	3	61 - 91 - 150 24 - 36 - 59 PS. n.11.06	97 38	1600 80	Blair & Co Stockton & Tees 1891	Vex. 5.07	.	2 C	3.96 13-0	3.50 11-6	6	71 76	576 1013	12 170 7-100	Union Iron Works San-Francisco 1898	S-F. 11.16 P.C. 11.06 v.c. 11.06						



SPECIAL SURVEY	SHIPS AND CAPTAINS		CLASSIFICATION	REG	NUMBER OF ENGINES	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS SECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES 13 14 15	BREADTH IN METERS 16 17 18	DEPTH IN METERS 19 20 21	FREE BOARD SUMMER WINTER W.N.A. 12 13 14 15 16 17 18	PORT OF REGISTRY	LAST SURVEY													
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND					T	R.																							
	DATE OF TERM																													
	1	2				3	4											5	6	7	8	9	10	11	12	13	14	15	16	17
✠ 181 MONTE-D'ORO, <i>Catoni</i> . (7.01)	I	3/3, F	1.1.	2 m	280	111	111	Fr.	84	Cie Française de Constructions Na- vales Arlès	A; <i>hél</i> : 7 comp; $\frac{1}{2}$ D. 8m; R. 11m50; G. 5m71; (WB. 9 t.; car. 9.06.	44.84 6.23 1.56 147-2 29-5 11-8	.....	Marseille	Mrs. 9.06															
✠ 182 MONTEVIDEO (ex <i>Porteur</i> - 32, ..... (3.07)	I	3/3, R	1.1.	1 m	111	111	111	Urg	02	Sté des Anciens Eta- blissements Satre Rouen	A; <i>hél</i> : 7 comp; 1 p. PP; rp-car. 3.07.	32.59 6.83 2.26 106-11 12-6 7-5	.....	Montevideo	M-V. 3.07															
✠ 183 MONTREAL (ex <i>Hullfax</i> , <i>Fantozzi</i> . (3.05) 82-06	I	3/3, L	1.1.	2 m 3 P-B	2063	2063	2063	Fr.	96	R. Napier & Sons Ld Glasgow	A; <i>hél</i> : 9 comp; D. 9m15; R. 29m45; G. 12m40; (WB. cell. 560 t; C. A. 43 t; C. R. 14 t.; car. 6.07.	105.22 13.39 7.43 345-3 42-11 24-5	.....	Le Havre	Hv. 6.07															
✠ 184 MONTSEURAT (ex <i>Dania</i> ), <i>ELECTR. Llofriú</i> . (6.07)	I P.B.	3/3, L	1.1.	Git 3 P-B-S	4147 2298 2175	4147	4147	Esp	89	Cie Vulcan Stettin	A; <i>hél</i> : 9 comp; <i>spard</i> : D. 14m10; R. 36m50 G. 18m30; WB. cell. 502 t; C. A. 40 t.; 3 p. A; grp. 02; rp-car. 6.07.	113.65 11.22 9.21 371-2 41-4 30-2	108.0 113 $\frac{1}{2}$ 119 $\frac{1}{2}$	.....	Barcelone	Gex 6.07														
✠ 185 MOREY, <i>Vissier</i> . (4.07) <i>ELECTR. Drague</i> .	I	3/3, R	1.1.	1 m	100	100	100	Es	07	Werf Conrad Haarlem	A; <i>hél</i> : 5 comp; 1 p. A.	47.40 8.11 3.28 155-6 17-11 19-9	.....	Cadix	Am. 4.07															
✠ 186 MOSELLE, <i>Got</i> . (1.06)	I	3/3, G	1.1.	Git A.&C.P.	329	329	329	Fr.	87	A. McMillan & Son Dumbarton	A; <i>hél</i> : 5 comp; $\frac{1}{2}$ D. 55 t; R. 26 t; G. 11 t; (WB. C. A. 15 t; C. R. 5 t; p. P; grp. 01; rp. 06; car. 5.07.	43.3 6.7 3.05 142-2 22-0 10-0	.....	Marseille	Mrs. 5.07															
✠ 187 MOSKAU, <i>Erich</i> . (3.94)	II	—	—	Git	653 401 342	653	653	Alm	73	Rostocker Act.-Ges. V. 94 f. Schiff- & Masch. bau Rostock	F; <i>hél</i> : 8 comp; D. 10m97; p. S; (WT. 210 t.); rp-car. 5.95.	61.39 8.18 4.08 201-4 22-9 13-4	.....	Stettin	Rvl 97															
✠ 188 MOSSEL, <i>Harthoorn</i> . <i>ELECTR.</i> (8.05)	II	3/3, L	1.1.	Git A.&C.P.	1217 1404	1217	1217	P-B	99	Mu voor Scheeps- en Werktuigbouw Rotterdam	A; <i>hél</i> : 7 comp; <i>shaded</i> : D. 21m95; R. 18m50; G. 17m83; (WB. E. B. 165 t.; 1 p. A; 2 p. B; grp. 00; car. 8.05.	88.39 11.58 6.10 290-0 38-9 20-0	38 $\frac{1}{2}$ 41 $\frac{1}{2}$ 43 $\frac{1}{2}$	.....	Batavia	Btv. 8.05														
✠ 189 MOTALA, <i>Melinder</i> . (4.06)	II	3/3, G	1.1.	Git A.&C.P.	747 477	747	747	S-S	70	O. E. Carlsund Norrköping	F; <i>hél</i> : 8 comp; p. S; SS. 7S; grp. 07; car. 6.07.	58.2 8.3 4.50 191-0 27-2 18-4	.....	Stockholm	Av. 7.07															
✠ 190 MOTALA-STRÖM (ex <i>Amy-ty</i> ), <i>Roing</i> . (5.05)	I	3/3, L	1.1.	Git A.&C.P.	1318 541 382	1318	1318	S-S	83	Jas. Laing Sunderland	F; <i>hél</i> : 5 comp; $\frac{1}{2}$ D. 29m26; R. 10m05; G. 17m83; WB. 216 t.; rp-car. 12.06.	73.13 11.00 4.75 240-0 38-9 17-7	.....	Norrköping	Wes. 12.06															
✠ 191 MOUETTE, <i>Fourmentin</i> . <i>ELECTR. Châtelier</i> . (6.06)	I	3/3, G	1.1.	Git A.&C.P.	333 110 273	333	333	Fr.	85	Chantiers de France Dunkerque	A; <i>hél</i> : 4 comp; WB. 35 t.	43.26 7.04 1.56 142-0 23-1 11-8	.....	Boulogne- s/Me	Dk. 6.06															
✠ 192 MOUETTE, ..... (9.02) <i>Remorqueur</i> .	I	—	—	1 m	55 24	55	55	Fr.	01	Bertin Freres Bezons	A; <i>hél</i> : 5 comp; R. 3m80.	20.90 4.70 2.20 68-7 14-5 7-3	.....	Montevideo	Paris 02															

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	BOILERS							LAST SURVEY		
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS		SHELL	Furnaces	MAKERS							
				DIAMETERS — IN CENTIMETERS IN INCHES	NUMBER			PORT AND DATE of CONSTRUCTION				PORT AND DATE of CONSTRUCTION							
								NUMBER and DESCRIPTION				Diameter Length IN METERS IN FEET AND INCHES	NUMBER	rate surface in sq. meters in sq. feet heating surface in sq. meters in sq. feet PRESSURE Main Boiler. Donkey Boiler.					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
181	Sté Générale des Trans- ports Maritimes à Va- peur	✠	Comp. (7.04)	2	55 - 97 22 - 38	60 24	450 140	Cie Française de Constructions na- vales Lyon 1904	Mrs. 04	✠	2 C	1.20 4-0	1.67 5-6	2	5.68 61	186 2002	15 214	J. & A. Niclausse Paris 1904	Mrs. 04
182	Entreprise Générale des Travaux du Port de Montevideo	✠	Comp. (3.07)	2	29 - 52 11.4 - 20.5 PS. n. 12.04	30 11.5	25 100 80	Etablissements H. Satre Lyon 1902	M-V. 4.07	✠	1 C	2.35 7-9	3.03 9-11	2	2.45 26	60.86 655	8 114	Bonnet, Spazin & Co Lyon 1902	M-V. 4.07
183	Cie Générale Trans- atlantique (à Paris)	.	Tr. Exp. (3.05)	3	66 - 107 - 178 26-42-70	127 50	2200 60	R. Napier & Sons Ld Glasgow 1896	Hv. 6.07	.	3 C	4.19 13-9	3.43 11-3	9	14.65 157	557 5989	12.5 179 12.5-179	R. Napier & Sons Ld Glasgow 1896	Hv. 6.07 v.c. 3.05 p.c. 3.05
184	Compania Trasatlantica	✠	Tr. Exp. (6.07)	3	84 - 135 - 215 33-53.2-84.6 PS. n. 04; v. 6.07	140 55	700 3100 72	Cie Vulcan Stettin 1889	Cdx 6.07	✠	3 CD	3.90 12-9	5.72 18-9	12	28.28 315	865 9310	11.2 160	Cie Vulcan Stettin 1889	Cdx 6.07 p.c. 6.07 v.c. 6.07
185	Junta de Obras	✠	Triple (4.07)	3	25 - 43 - 66 10 - 17 - 26	41 16	60 300 180	Gebr. Stork & Co Hengelo 1907	Am. 4.07	✠	2 C	2.40 7-11	2.90 9-6	4	7.64 82	220 2374	10 142 8-3-118	Gebr. Stork & Co Hengelo 1907	Am. 4.07
186	Cie de Navigation Mar- caine & Arménienne (N. Paquet aîné & Cie	✠	Comp. (1.06)	2	56 - 102 22 - 40 PS. 11.05	68.5 27	110 440	Scott & Co Greenock 1887	Mrs. 1.06	✠	1 C	3.96 13-0	3.12 10-3	3	5.48 59		5.62 80	Scott & Co Greenock 1887	Mrs. 2.07 v.c. 1.06
187	Neue Dampfer-Comp- agnie	.	Comp. (3.94)	2	60 - 120 23.6 - 47.3	70 27.6	85 360 82	Rostocker Act.-Ges. f. Schiff- & Masch. bau Rostock 1873	.....	.	1 C	36.8 12-8	2.95 9-8	2	4.46 48	150 1615	5.5 78	Cie Vulcan Stettin 1885	Stt. 95 v.c. 94
188	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (8.05)	3	6 - 86 - 145 22-34-57 PS. 10.04	107 4 2	1400 75	Mij voor Scheeps- & Werktuigbouw Rotterdam 1899	Btv. 8.05	✠	2 C	4.58 15-0	3.20 10-6	6	12.09 130	406 4366	11.2 160 5.6-80	Mij voor Scheeps- & Werktuigbouw Rotterdam 1899	Btv. 8.05 v.c. 8.05 p.c. 8.05
189	Stockholms Ångfartygs Rederi Aktiebolaget (S. E. Ternström)	.	Tr. Exp. (4.06)	3	36 - 57 - 96 14.2-22.5-37.7 PS. 10.04	69 27.2	120 450	Bergsunds Engine Works Stockholm 1893	Stkh. 6.07	.	1 C	3.48 11-5	2.85 9-4	2	3.81 41	125 1350	10.5 150 5.6-80	Bergsunds Engine Works Stockholm 1893	Stkh. 6.07 p.c. 6.07 v.c. 4.06
190	Rederiaktiebolaget « Motala Ström »	.	Comp. (5.05)	2	75 - 140 29.5 - 55 PS. 12.06	91 36	120 600	Geo. Clark Ld Sunderland 1883	Wes. 12.06	.	1 C	4.88 16-0	3.27 10-9	3	6.50 70	203 2191	5.52 80 5.6-80	Geo. Clark Ld Sunderland 1883	N-C. 7.06 v.c. 6.05 p.c. 6.05
191	Vve Fourmentin & Cie	✠	Triple (6.06)	3	33 - 56 - 91 13-22-36	63 25	530 111	Chantiers de France Dunkerque 1906	Dk. 6.06	✠	1 C	3.20 10-6	4.02 13-2	3	4.32 46	138 1484	14 200	Chantiers de France Dunkerque 1906	Dk. 6.06
192	Entreprise Générale des Travaux du Port de Montevideo	✠	Comp. (9.02)	2	28 - 50 11 - 19.7	30 12	140 180	H. Brulé & Co Paris 1902	.....	✠	1 C	2.20 7-3	3.81 9-3	1	1.94 21	60 645	9 128	Bertin Frères Bezons 1902	Paris 02

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			ARMEMENT NOMBRE DE POST.	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS PORT DE CONSTRUCTION	MATÉRIEAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CARRÉ EN MÈTRES EN PIEDS & POUCES	FRANC ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE											
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL																												
	DATE DU TERME																												
	1	2	3	4	5	6													7	8	9	10	11	12	13	14	15	16	17
•	193	MOUTH (ex-Tyne-Mouth), Gouda. (6.05)	I	3/3, P	1.1.	Kt	49	P-B	91	Raylton, Dixon & Co	F; hél; 4 comp; ½ D. 4m87; G. 4m42;	29-19	17	4-22	.....	Ymuiden	Am. 10.07												
		Chalutier.					144	V.95		Mie Hestrouge	p.PP; car. 10.07.	29-19	17	4-22	.....														
✠	194	MÖWE, Peters. (4.95)	I	—	—	Glt 1 P-B	1089	Alm	85	J. C. Teeklenborg	F; hél; 6 comp; D. 35m70; R. 14m;	64-30	2-50	4-58	.....	Bremen	Wes. 97												
							798	V.95		Geestemünde	G. 6m; (WT.M. 7m62, 177 t; C.R. 20 t; ½ p. 5; p-car. 11.97.	210-6	31-7	15-0	.....														
•	195	MOZAFFER-ED-DINE (ex- Selika), Copette. (2.00)	I	—	—	Glt	490	Prs	90	de la Brosse & Fouche	A; hél; 6 comp; R. 17m50; car. 8.02.	49-7	8-05	4-42	.....	Bushire	Av. 02												
		ELECTR. Yacht.					374			Nantes		13-9	26-5	14-0	.....														
✠	196	MUDIR, Arvidsson. (7.04)	I	3/3, G	1.1.	2 m	77	S-S	04	Helsingborgs Varfs- Aktiebolag	A; hél; 4 comp; ½ D. 16m15; (WB. cell. 170 t; C. R. 22 t; C. A. 41 t;	50-90	9-75	4-47	25 26½	Motala	Sth 4.05												
		ELECTR.	P.R.	A.&C.P.			580			Helsingborg	1 p. F; p-car. 4.05.	196-5	32-9	14-8	28½														
✠	197	MUNDUBA, ..... (9.98)	I	—	—	1 m	352	Brs	98	A. F. Smulders	F; hél; 7 comp; 1 p. A.	41-30	7-60	3-60	.....	Santos	Rd. 98												
		Porteur.								Slikkerveer		127-6	23-0	11-10	.....														
✠	198	MUNGO-PARK, Cazalet. 01-07 (7.07)	I	3/3, P	1.1.	1 m	159	Fr	07	Forges & Chantiers	A; hél; 4 comp; ½ D. 7m; R. 4m90;	29-25	5-13	2-70	18	Dakar	Mrs. 7.07												
							42			de la Méditerranée	½ G. 5m50; (WB. C. A. 27 t; C.R. La Seyne.	95-10	18-10	8-11	19														
✠	199	MUNIN, Beselin. (2.06) 96-04	II	3/3, G	1.1.	B-G 1 P-B	750	S-S	71	O. E. Carlsund	F; hél; 6 comp; R. 12m19; WT 250 t;	59-5	8-2	5-47	41	Göteborg	N-C. 4.07												
							687	V.95		Norraung	p.S; grp. 06; car. 4.07.	130-2	27-2	18-0	45														
✠	200	MUSTAPHA-BEN-ISMAIL, ..... (7.03)	I	3/3, G	1.1.	Glt 2 P-B	512	—	80	Scott & Co	F; hél; 5 comp; awningd; 2 p.PP; rp.	55-0	7-6	5-08	.....		Nt. 8.05												
							264			Greenock	00; car. 8.05.	182-0	25-4	16-8	.....														
✠	201	MYTHO-N°-1, ..... (8.05)	I	3/3, I	1.1.	—	46	Fr	05	Cie Française de con- structions navales	A; 1 p. A.	18-20	6-50	1-00	.....	Mytho	Salg. 2.07												
		Drague.								Arles 1905		23-2	21-4	5-3	.....														
✠	202	MYTHO-N°-2, ..... (8.05)	I	3/3, I	1.1.	—	46	Fr	05	Cie Française de con- structions navales	A; 1 p. A.	18-20	6-50	1-00	.....	Mytho	Salg. 2.07												
		Drague.								Arles 1905		23-2	21-4	5-3	.....														

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES						SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
19	20		TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES	COURSE des pistons	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE	FOYERS	PRESSION	CONSTRUCTEURS	DATE DE VISITE DES CHAUDIÈRES				
					DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces	Force nominale en chevaux ou en kilowatts	LIEU & ANNÉE de CONSTRUCTION			Diamètre Long.	NOMBRE	sur la grille en mètres carrés en pieds carrés	sur la chauffe en mètres carrés en pieds carrés	CHaudi. princ. CHaudi. auxil.					
					24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
193	Stoom Visscherij Mij « Overijssel »	•	Tr. Exp. (6.05)	3	99 - 46 - 71 11.5 - 18 - 28 PS. 4.07	53 21	50 250 98	North Eastern Ma- rine Engine Works Sunderland 1891	Am. 4.07	•	1 C	3.02 9-11	2.47 9-5	2 35	3.30 134	68 160	11.2 160	North Eastern Ma- rine Engine Works Sunderland 1891	Am. 6.05 v. c. 6.05	
194	Dampfschiffahrts Ge- sellschaft « Argo »	✕	Comp. 3.95	2	66 - 120 26 - 47.3	80 31.5	100 450 75	O. Henniges & Co Berlin 1882	.....	✕	1 CD	3.20 10-6	4.70 15.5	4 65	6.04 1940	180 85	5.97 85	O. Henniges & Co Berlin 1882	Wes. 97 v. c. 95	
195	Gouvernement Persan	•	Tr. Exp. (2.00)	3	32 - 50 - 80 13 - 20 - 31 PS. 8.02	52 21	500 170	de la Brosse & Fou- ché Nantes 1900	.....	•	2 C	2.65 8-8	2.90 9-6	4 62	5.80 1742	162 170	12 170	Imbert Frères St-Chamond 1900	Av. 02	
196	Motala Rederi Aktie- bolag. (G. Pettersson)	•	Tr. Exp. 7.04	3	33 - 52 - 85 14-20.5 - 33.5	53 21	400 122	Kjöbenhavns Fly- dedok & Skibswerft Copenhagen 1901	Hlsb. 01	•	1 C	3.66 12-0	3.15 10-1	2 10	3.72 1377	128 180 6.3 90	12.6 180	Kjöbenhavns Fly- dedok & Skibswerft Copenhagen 1901	Hlsb. 04 v. c. 04 p. c. 04	
197	Companhia Docas	✕	Comp. (1.98)	2	38 - 67 15 - 26.4	40 15.8	50 200 155	A. F. Smulders Rotterdam 1898	.....	✕	2 C	2.20 7-3	2.65 8-9	2 31.5	3.00 1011	94 100	7 100	A. F. Smulders Grâce-Berleur 1898	Rd. 98	
198	Cie Française de l'Afrique Occidentale	✕	Comp. (7.07)	2	37 - 65 15 - 25	40 16	36 224 150	Forges & Chantiers de la Méditerranée Marseille 1907	Mrs. 7.07	✕	1 C	3.00 9-10	3.00 9-10	2 31	2.90 915	85 114	8 114	Forges & Chantiers de la Méditerranée La Seyne 1907	Mrs. 7.07	
199	Ångfartygs Aktiebolaget « Svithiod. » (Aug. Carlsson)	✕	Comp. (2.06)	2	53 - 109 20.9 - 43 PS. 2.06	69 27	600 87	Motala Nya Verk- stad-Aktiebolag Motala 1896	Got. 2.06	✕	1 C	4.10 14-6	3.05 10-0	3 59	5.50 1753	163 133 6.85	9.46 133	Lindholmans Verk- stadbolag Gothembourg 1896	Got. 5.07 p. c. 5.07 v. c. 2.06	
200	.....	✕	Comp. 7.03	2	63.5 - 127 25 - 50 PS. 8.05	76 30	120 480 87	Scott & Co Greenock 1880	Nt. 8.03	✕	2 CE	2.60 x 4.20 8-6 x 13-10	2.85 9-4	4 71	6.60 1839	171 75 4-57	5.27 75	Cie Générale Trans- atlantique St-Nazaire 1895	Nt. 8.03 v. c. 03 p. c. 04	
201	Société Française In- dustrielle d'Extrême- Orient.	✕	Ord. (8.05)	1	23 9	35 14	7 32 150	Sté Française de constructions na- vales. Arles 1905	Sau. 2.07	✕	1 C	1.30 4-3	3.00 9-10	1 7	0.65 215	20 142	10 142	Bonnet & Spazin Lyon 1905	Sau. 2.07	
202	Société Française In- dustrielle d'Extrême- Orient.	✕	Ord. 8.05	1	23 9	35 14	7 32 150	Sté Française de constructions na- vales. Arles 1905	Sau. 2.07	✕	1 C	1.30 4-3	3.00 9-10	1 7	0.65 215	20 142	10 142	Bonnet & Spazin Lyon 1905	Sau. 2.07	



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	PORT		LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.			U.	PORT OF BUILDING	PROPELLER					SUMMER WINTER	W.N.A.		OF REGISTRY
	DATE OF TERM												WATER-TIGHT COMPARTMENTS								
	1	2	3				4	5			6	7	8	9	10	11	12	13	14	15	16
	1	N'DAKI, . . . . . (7.00)	■	—	—	—	—	Frç	60	Gebr. Sachsenberg Rosslau	A; rous R; 5 comp.	20.00 55-7	3.75 12-4	1.10 3-5	.....	.....	Hbg 00				
+	2	N.-F.-HÖFFDING, van Deurs. (5.03)	■	3/3, L	1.1	2 m	1437 885 1208	Dan	63	Helsingörs Jern- skibshyggeri Elseneur	A; hël; 5 comp; ½ D. 27m43; R. 34m13; G. 8m08; (WB. cell. 387 t; C. A. 48 t; C. R. 30 t; rp. 06; car. 1.07.	75.89 249-0	11.30 37-1	4.80 15-9	12 ½ 17	Copenhagen	Cph. 1.67				
+	3	N.-J.-FJORD, Mechlen- ELECTR. burg. (3.07)	■	3/3, G	1.1.	6 ft 2 P H	1425 657 1544	Dan	96	Lobnitz & Co Ltd Rönfrow	A; hël; 6 comp; awningd; R. R. 4m27; R. 9m75; (WB. cell. 50 t; cale A. 270 t; cale R. 170 t; C. N. 20 t; C. R. 10 t.; 1 p. A; 1 p. PP; rp-car. 3.07.	79.25 260-0	10.36 34-0	7.04 23-1	17 25	Esbjerg	Cph. 3.07				
+	4	N.-N., Drague. (10.00)	■	—	—	—	210	Rss	60	Werf Conrad Haarlem	A; 7 comp; p. A.	30.60 109-5	7.80 23-6	2.85 9-4	.....	Riga	Am. 00				
+	5	N.-N., . . . . . (5.01) Drague.	■	—	—	—	146	Rss	01	Werf Conrad Haarlem	A; 4 comp.	21.00 68-11	6.00 19-8	3.00 9-10	.....	Riga	Am. 01				
+	6	N.-VERBERCKMOES, Chandler. (9.04) 94-04	■	3/3, L	1.1.	6 ft 3 P-S	1353 200	Frç	90	John Readhead & Sons South-Shields	A-F; hël; 5 comp; spard; R. 11m88; (WB. E. & B. cale R. 131 t; WT. M. 219 t.; 1 p. A; rp. 06; car. 9.06.	76.40 250-8	10.13 33-3	4.65 15-3	.....	Dunkerque	Dk. 9.06				
	7	NAALSO, Métayer. (11.07) Chalutier.	■	3/3, G	1.1.	2 m	129 31	Frç	91	Earle's Ship. Co Hull	F; hël; 4 comp; rp-car. 10.07.	29.10 95-6	6.17 20-3	3.18 10-5	.....	Nantes	Nt. 10.07				
	8	NACHODKA (ex-Marstrand). Kahberg. (7.06) 84-06	■	3/3, P	1.1	1 m	335 241	Rss	88	Gebrüder Howaldt Kiel	A; hël; 5 comp; D. 6m10; R. 10m97; (WB.); rp-car. 9.06.	43.28 142-0	6.94 22-9	3.90 12-9	.....	Libau	Riga 10 25				
+	9	NAIRN, Naile. (10.04) Turret. 69-04	■	3/3, L	1.1	2 m 1 P-B	3627 3324 3031	Ang	94	W. Doxford & Sons Ltd Sunderland	A; hël; 7 comp; D. 8m00; G. 11m20; (WB. cell. 949 t; C. R. 10 t.; rp-car. 6.06.	103.50 339-7	15.27 50-1	6.91 22-8	125 129	Glasgow	Brs. 6 16				
+	10	NAM-KY, Kernaovat. (4.06)	■	3/3, P	1.1	6 ft 2 P H	334 136 208	Frç	97	A. Dubigeon Nantes	A; hël; 5 comp; awningd; rp-car. 6.07.	48.59 159-5	7.08 23-3	2.60 8-6	.....	Saigon	Saig. 6 57				
+	11	NANTES, . . . . . (8.05) Drague.	■	3/3, L	1.1.		329	Frç	60	Chantiers de la Loire Nantes	A; 2 comp.	32.00 105-0	10.00 32-10	2.60 8-6	.....	Saigon	Saig. 5.06				
+	12	NANTES-LORIENT, . . .	■	—	—	6 ft	142 101	Frç	94	J. Jones & Sons Liverpool	A; hël; 3 comp; ½ D. 4m27; G. 3m96; WB. C. A. 5 t; C. R. 3 t; p. PP; car. 6.96.	29.87 98-0	6.10 20-0	2.79 7-2	.....	Nantes	Lvp. 96				

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal indicated REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION			NUMBER and DESCRIPTION	SHELL		FURNACES		HEATING surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION	
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES							Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
1	Cie dela Sangha (Paris)	•	Comp. (6.00)	2	27 11	60 24	80 38	Gebr. Sachsenberg Rosslau 1899	.....	•	1 C	1.70 5-7	1.60 5-3	1	0.94 10	30 223	9 143	Gebr. Sachsenberg Rosslau 1899	Hbg 00
2	Dampskibs-Selskabet « Vendila » (Svendsen & Christensen)	✚	Tr. Exp. (5.03)	3	48-81-135 19-32-53 PS. 1.07	91 36	191 800 73	Helsingörs Maskin- byggeri Elseneur 1903	Cph. 1.07	✚	2 C	3.96 13-0	3.05 10-0	4	6.34 68	283 3050	12.6 180	Helsingörs Maskin- byggeri Elseneur 1903	Cph. 03
3	Det Forenede Damp- skibs-Selskab (a Copenhagen)	✚	Tr. Exp. (3.07)	3	61-102-162 24-40-64 PS. 3.07	107 42	302 2100 100	Lobnitz & Co Ld Renfrew 1896	Cph.3.07	✚	2 C	4.10 13-6	4.88 16-0	12	18.70 202	456 4906	12.2 175	Lobnitz & Co Ld Renfrew 1896	Cph.3.07 P.C. 3.07 v.c. 3.07
4	Rigaer Börsen Comité	✚	Tr. Exp. (10.00)	3	30-44-66 12-17-26	45 18	80 330 200	Gebr. Stork & Co Hengelo 1900	.....	✚	1 C	3.20 10-6	3.40 11-2	2	4.50 48	130 1399	10.5 150	Gebr. Stork & Co Hengelo 1900	Am. 00
5	Rigaer Börsen Comité	✚	Tr. Exp. (5.01)	3	30-44-66 12-17-26	45 18	80 330 200	Gebr. Stork & Co Hengelo 1901	.....	✚	1 C	3.00 9-10	3.03 9-11	2	3.20 34	100 1076	10.5 150	Gebr. Stork & Co Hengelo 1901	Am. 01
6	Cie des Bateaux a vapeur du Nord	✚	Tr. Exp. (9.04)	3	51-84-140 20-33-55 PS.n.04;v.9.06	99 39	170 800 70	J. Readhead & Sons South-Shields 1890	Bx 8.07	✚	2 C	3.96 13-0	2.94 9-8	6	8.69 9.35	269 2900	11.2 160 5.6-80	J. Readhead & Sons South-Shields 1890	Dk. 04 v.c.04 P.C.04
7	Cie de Lusançay	•	Tr. Exp. (10.07)	3	30-46-76 12-18-30 PS.n.11.03;v.10.07	46 18	50 200 114	Earle's Shipb. Co Hull 1891	Nt.10.07	•	1 C	2.60 8-6	2.60 8-6	2	1.34 14	70 748	12 171	Lehuon & Cormerais Nantes 1905	Nt.10.07 v.c.10.07
8	Frau Marie Sultanow	•	Triple (7.06)	3	37-57-93 14.5-22.5-37	50 20	350 120	Gebr. Howaldt Kiel 1888	Riga 10.06	•	2 C	2.28 7-6	2.74 9-0	2	3.50 38	120 1290	10.5 150	Gebr. Howaldt Kiel 1888	Riga 10.06 v.c.10.06
9	J. B. Murray & Co	✚	Tr. Exp. (10.04)	3	66-107-173 26-42-68	107 42	313 1350 64	W. Doxford & Sons Ld Sunderland 1904	N-C. 04	✚	2 C	4.80 15-9	3.35 11-0	6	10.10 109	456 1906	11.2 160 7-100	W. Doxford & Sons Ld Sunderland 1904	N-C. 04
10	Messageries Fluviales de Cochinchine	✚	Tr. Exp (3.03)	3	30-50-80 11.8-19.6-31.5 P.S.n.6.07	52 20.5	100 400 160	Brissonneau fils & A. Lotz Nantes 1898	Saig. 6.07	✚	1 C	3.25 10-8	2.97 9-9	2	3.81 41	110.50 1188	11.2 160	Cie Générale Trans- atlantique St-Nazaire 1898	Saig. 6.07 P.C. 6.07 v.c.4.06
11	Société Française In- dustrielle d'Extrême- Orient	•	Pour l'appareil de dra- gage	1				seule ment										for dredging purposes only.	
12	Messageries de l'Ouest	✚	Comp. (3.94)	2	35.5-76 14-30	51 20	50 200 124	J. Jones & Sons Liverpool 1894	.....	✚	2 C	2.97 9-9	2.74 9-0	4	5.57 60	— —	7.5 107	J. Jones & Sons Liverpool 1894	Lvp. 96

SUIVILLAGE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE FONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	TRANC ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU ou DATE de la DERNIÈRE VISITE										
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL			4	5	6		T. R. U.	8											9	10	11	12	13	14	15	16	17	18
	DATE DU TERME																												
	1	2	3																										
4	5	6	7	8	9	10	11	12	13	14	15	16	17	18															
	13	NAPOLITANO (ex-Arizona), Cafiero. (8.05)	I	3/3,L	1.1.	2 m 4 P	4770 2925	Id	73 V.05	Caird & Co Greenock	F; hêt; 9 comp; car. 2.06.		126.45 448-0	13.46 44-2	10.51 34-6	.....	Naples	Gn. 2.06											
	14	NATALIE (ex-Crown-Prince), Rosenberg. (10.03) 94-03	I	3/3,G	1.1.	2 m 1 P-B	1749 977	Rss	83 V.03	Palmer & Co Newcastle-o/T.	F; hêt; 5 comp; weld; R. 30m50; (WB. cell); car. 9.05; rp. 06.		78.71 258-3	11.02 36-2	5.25 17-3	.....	Windau	Av. 4.06											
✠	15	NATIONAL, Sparmann. (8.00)	I P.R.	—	—	Glt 2 P-B	843 532 613	Alm	88 V.00	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock	A; hêt; 5 comp; weld; D. 34m75; G. 7m90; (WB. E. & B. 72 t; cale R. 48 t; C.A. 30 t.); 2 p. A; grp. 93; rp-car. 7.01.		58.55 192-1	8.90 29-2	4.49 14-7	.....	Kiel	Oph. 01											
	16	SAUTA, Madsen. (7.03) 76-99	I	3/3,G	1.1.	Glt	359 150 296	Dan	91 III.03	Howaldtswerke Kiel	A; hêt; 5 comp; R. G; WB. E. & C. R. 65 t.; G.E; p. A; rp-car. 1.07.		41.90 137-6	7.01 23-0	4.42 14-6	.....	Copenhagen	Kiel 1.07											
	17	NAVAL (ex-Winston), Andreis. (3.07)	I	3/3,L	1.1.	Glt 1 P-B	1338 838 1038	Alm	76 III.07	W. Gray & Co West Hartlepool	F; hêt; 5 comp; 1/2 D. 24m08; R. 20m12; G. 9m44; (WB); 1 p. F; car. 1.07; rp. 07.		73.85 242-4	9.75 32-0	5.22 17-2	.....	Kiel	Fsb. 3.07											
✠	18	NEAPEL (ex-Totmes), ELECTR. .... (7.96)	I	—	—	Glt 2 P-B	1710 1061 1580	Alm	84 V.93	Reiherstieg Schiffs- werfte Hamburg	F; hêt; 6 comp; D. 17m37; R. 25m60; G. 11m58; (WB. cell. 300 t.); 1 1/2 p. F; rp-car. 2.00.		80.72 271-4	10.80 35-4	6.85 22-5	.....	Hamburg	Hbg. 00											
	19	NEDJAT (ex-Pollux), ..... (8.03)	I	3/3,A	1.1.	G3m 2 P-S	1523 943	Tre	70 V.03	A. & J. Inglis Glasgow	F; hêt; 6 comp; -pard; 1/2 p. F; rp. SS. 95; rp. 03; car. 2.07.		76.0 249-4	10.2 33-5	6-12 25-1 20-1	.....	Trebizonde	Am. 2.07											
	20	NEGHILEH (ex-Moray, Rahman. (9.07)	III	3/3,G	1.1.	3 m 2 P-A	774 442	Ang	61 V.07	Barelay, Curle & Co Glasgow	F; hêt; 4 comp, shaded; rp. 04; car. 12.06.		67.80 222-6	8.40 27-7	4.80 15-9	.....	Londres	Alx. 9.07											
	21	NELLY, Andersen. (6.01)	II-6	5/6,G	1.1.	Glt	87 19 87	Dan	85 0.07	John S. Waite Hull	C Gr-Or-1 P; ch. frg; hêt; sfb; car. 3.07.		23.70 77-9	1.52 21-5	2.93 9-8	.....	Eshjerg	Vjl. 6.07											
✠	22	NEPTUN, Branc. (1.04) 90-05	III	3/3,G	1.1.	Glt	252 141 202	Alm	70 V.04	Lundholmens Meka- niska Verkstad Gothembourg	F; hêt; 5 comp; 1/2 D. 13 t; R. 18 t; G. 8 t; p. S; grp. 04; car. 2.05; p.n. 06; rp. 06.		34.56 113-4	6.80 22-3	3.59 11-8	.....	Bremen	Wes. 3.06											
✠	23	NEPTUN, Wulff. (4.05) 99-01	III	3/3,A	1.1.	Glt 2 P-H	681 495	Sds	75 V.05	Lundholmens Meka- niska Verkstad Gothembourg	F, 2 hêt; 5 comp; avoingnd; 2 p. S; (WB); grp. 05; rp-car. 5.06.		53.6 176-0	8.0 26-2	3.58 11-9	.....	Halmstad	Got. 5.06											
	24	NEPTUNE, Leire. (1.04) Chalutier.	I	3/3,P	1.1.	2 m	199 71 174	Blg	01 V.04	Cook, Welton & Gem- mell Hull	A-F; hêt; 6 comp; car. 8.03.		34.14 112-0	6.33 21-5	3.48 11.5	.....	Ostende	Av. 04											

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		12	SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										17
				TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES				
21	22	23	DIAMÈTRES	COURSE des pistons	31		32	33					34	35	36						37	38		
10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
13	Societa Metallurgica Meridionale	•	Comp. (8.05)	2	175 - 306 69-120.5 PS. 8.05	168 66 5000 56	..... .....	Gn. 2.06	•	4 CD 1 C	4.27 14-0 4.27 14-0	5.49 18-0 4.27 14-0	27	55 592	927 9967	5 70 5-70	..... .....	Gn. 2.06 v.c. 8.05 P.C. 8.05						
14	D. Heydemann	•	Comp. (10.03)	2	79 - 152 31 - 60 PS.n.3.05; v. 9.05	99 39 600 60	Palmer & Co Newcastle 9/T. 1883	Rd. 9.05	•	2 C	3.91 12-6	3.05 10-0	4	77 2637	247 71	5 5.6-80	Palmer & Co Newcastle 9/T. 1883	Rd. 9.05 v.c. 03						
15	Paulsen & Ivers	✝	Tr. Exp. (6.97)	2	35 - 57 - 93 13.7-22.5-36	70 27.6 400 96	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock 1888	.....	✝	2 C	2.45 8-1	2.96 9-8	4	3.88 42	120 1292	11 156.5	Flensburger Schiff- bau-Ges. Flensburg 1900	Cph. 01 v.c. 00						
16	Dampskibs-Selskabet « Nauta » (D. Torm)	•	Comp. (7.03)	2	40 - 70 15.7 - 27.5 PS. 6.06	40 15.7 180 125	Howaldtswerke Kiel 1891	Kiel 6.00	•	2 C	1.89 6-2	1.96 6-5	2	1.93 20	52.30 562	7 100	Howaldtswerke Kiel 1891	Kiel 03 v.c. 03						
17	Paulsen & Ivers	•	Comp. (3.07)	2	69 - 142 27.2 - 56 PS.n.05; v. 1.07	84 33 600 60	Th. Richardson & Son W. Hartlepool 1876	Flsb. 3.07	•	1 CD	3.35 11-0	4.42 14-6	6	5.00 54	182 1864	6.7 95 5.3-75	J. F. Eltringham South-Shields 1897	Flsb. 3.07 P.C. 1.07 v.c. 3.07						
18	Robt M. Sloman Jr	✝	Comp. (7.96)	2	86 - 158 34 - 62	107 42 953 67	Reihertstieg Schiffs- werfte Hamburg 1884	.....	✝	2 C	4.11 13-6	3.20 10-6	6	9.85 106	353 3800	5.27 75	Reihertstieg Schiffs- werfte Hamburg 1884	Hbg 00 v.c. 96						
19	Hussein Djebal Hadji Hussein Zade & Co	•	Tr. Exp. (7.03)	2	46 - 73 - 119 18 - 29 - 47 PS. 8.05	91.4 36 750 72	Kon. Fabriek van Stoom- & andere Werktuigen Amsterdam 1895	Brc. 12.06	•	2 C	3.50 11-6	3.05 10-0	4	6.13 66	212 2200	11.2 160	Kon. Fabriek van Stoom- & andere Werktuigen Amsterdam 1895	Brc. 12.06 v.c. 03 P.C. 8.05						
20	Khedivial Mail S. S. & Graving Dock Co Ltd	•	Comp. (8.04)	2	51 - 132 20 - 52 PS.n.05; v. 12.06	91 36 500 60	Day, Summers & Co Southampton 1880	Alx. 9.07	•	2 C	3.35 11-0	2.94 9-8	4	11 118	140 1505	4.2 60 2.8-40	Day, Summers & Co Southampton 1880	Alx. 9.07 P.C. 9.07 v.c. 9.07						
21	L. D. Lauritzen	•	Triple (6.07)	3	18 - 28 - 46 7 - 11 - 18	31 12 96 155	Kjöbenhavns Skibs- værft Copenhagen 1907	Cph. 6.07	•	1 C	1.98 6-6	2.38 7-10	1	1.05 11	28 300	12.6 180	Kjöbenhavns Skibs- værft Copenhagen 1907	Cph. 6.07						
22	Dampfschiffahrts-Ge- sellschaft « Neptun »	•	Comp. (1.04)	2	30 - 64 11.6 - 25.2 PS. 1.04	50 19.6 160 85	Lindholmens Mek. Verkstad Gothenbourg 1871	.....	•	1 C	2.35 7-8	2.48 8-2	2	2.16 23	56 600	3.52 50 3.5-50	Engelhardt & For- ster Bremen 1879	Wes. 04 v.c. 04						
23	Ångfartygs Aktiebolaget « Verdandi » (C. J. F. Dillberg)	•	2 Comp. (4.05)	4	35 - 72.4 13.7 - 28.5 PS. n. 6.02 PS.B. n. 2.03	52 20.5 300 4.05	Motala Mek. Verk. Lindholmen 1875	Mlm 1.05	•	2 C	2.77 9-1	2.65 8-8	4	4.58 49	136 1462	4.92 70 5-71	Kockums Mek. Verk. Malmö 1890	Got. 5.06 v.c. 4.05 P.C. 4.05						
24	H. Aspeslagh & F. Zonne- keyn	•	Tr. Exp. (4.04)	3	33 - 53 - 86 13 - 21 - 34 PS. n. 8.03	61 24 66	C. D. Holmes & Co Hull 1901	Av. 04	•	1 C	.....	.....	2	2.79 31	99 1068	12.6 180	C. D. Holmes & Co Hull 1901	Av. 04 v.c. 04						



SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONS	FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER	LENGTH	BREADTH	DEPTH	CUBIC FEET	PORT OF REGISTRY	LAST SURVEY			
DATE OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND	DATE OF TERM	1															2	3	4
25 SEPTUNE, Johnston ELECTR. 79-03 Brague. (11.03)	I	1.1.1.1	3m	1265	550	Esp	93	Lohnitz & Co Ltd Renfrew	A; 2 hbl: 7 comp; D. 12m10; G. 13m40; (WB. C. A. 40 t; C. R. 50 t.).	59.74 11.98 4.00 196-0 39-4 15-5	39 40 1/2 42 1/2	Port-Saïd	Oct. 9						
26 SEPTUS, de Boer (7.06) ELECTR.	I	1.1.1.1	3m	1580	976	P.B.	06	Ryke & Co Rotterdam	A. hbl: 6 comp; D. 21m25; G. 16m36; R. 21m43; WB. 230 t; 1 p. A; 1 p. PP; car. 2.07.	76.20 10.51 6.33 250-0 34-6 20-9	47 30 1/2 33 1/2	Amsterdam	Am. 1.07						
27 SEERUS, Huges. (2.06)	I	1.1.1.1	3m	782	474	P.B.	98	Ryke & Co Rotterdam	A; hbl: 5 comp; G. 6m40; R. 14m02; (WB. 250 t.; 1 p. A; car. 8.07.	63.40 9.29 4.42 205-0 30-6 14-6	.....	Amsterdam	Am. 8.07						
28 SERMA, Nielsen. (1.05) ELECTR. 00-01	I	1.1.1.1	3m	889	484	Dan	93	Helsingörs Jernskits & Maskinboggi Elsinore	A-F; hbl: 5 comp; weld: D. 30m30; R. 35-50; G. 6m16; WB. E. & B. 77 t; Elsinore cal. R. 56 t; C. A. 25 t; C. R. 16 t; 1 p. F; rp-car. 6.07.	74-5 8-21 2-89 188-0 30-0 13-0	12 1/2 12 1/2 16.0	Esbjerg	Hist. 10.07						
29 SERVIER, Bernard. Chalister. (11.06)	I	1.1.1.1	3m	174	87	Big	93	Edwards Bros. North-Shields	F; hbl: 4 comp; (WB. 14 t.; 1 p. PP; rp. 63; car. 11.06.	33.68 6.43 3.43 110-6 21-1 11-3	.....	Ostende	Am. 1.00						
30 SEURAD, Schulz. (11.07)	I	1.1.1.1	1m	78	78	Rss	07	Lange & Sohn Riga	A; hbl: 5 comp.	24.39 4.88 2.64 89-0 16-9 8-8	.....	Riga	Riga 11.07						
31 SEUSTRIA, Buhé (12.03)	I	1.1.1.1	1m	2267	111	Frc	84	Claparté & Co Rouen	F; hbl: 3 comp; R. .R. 16m80; R. 25m50; G. 15m; WB. cell. 464 t; 2 p. F. grp. 93; rp-car. 3.07.	99.6 12.2 7.09 327-0 40-0 23-3	.....	Marseille	Mars. 07						
32 SEUTRAL, Plambeck. 91-95 (12.06)	I	1.1.1.1	1m	786	492	Alm	82	Norddeutsche Werft Kiel	F; hbl: 4 comp; D. 32m30; G. 7m; WB. C. A. 48 t; C. R. 24 t.; 1 p. F; rp-car. 12.06.	57.69 8.54 4.57 189-3 28-0 15-0	14 1/2 15.0 18.0	Kiel	Oct. 07						
33 SEV-ESER, ... (1.00) R.F.C.	I	1.1.1.1	1m	370	190	Tec	03	Danubius Schoeni- chen Hartmann Budapest	A; aubes: 6 comp; R. 42m50.	54.87 6.70 2.74 180-0 22-0 9-0	.....	Constantino- ple	Belg. 0						
34 SEWBIGGIE, Upson. Tarret. 89-06 (3.06)	I	1.1.1.1	1m	3898	143	Ang	06	W. Dorriford & Sons Ld Sunderland	F; hbl: 7 comp; D. 9m70; G. 9m32; WB. cell. 1097 t; C. R. 23 t.; 1 p. A; rp-car. 5.07.	106.80 15.30 6.83 350-5 50-2 22-5	129 1/2 134	Newcastle- o/Tyne	N.C. 4.07						
35 SEWBIDGE, Notman. Tarret. 82-06 (3.06)	I	1.1.1.1	1m	3785	143	Ang	06	W. Dorriford & Sons Ld Sunderland	A; hbl: 7 comp; D. 9m45; G. 10m80; WB. cell. 829 t; C. R. 23 t.).	104.27 14.29 7.57 342-1 46-7 24-10	150 154 1/2	London	Oct. 6.07						
36 SEWPORT, Russell (3.03)	I	1.1.1.1	1m	2735	143	Amr	89	John Roach & Son Chester (Pa.)	F; hbl: 5 comp; 1 p. A; grp. 98; car. 12.06.	99.33 11.63 7.25 326-0 38-2 23-9	.....	New-York	3-F. 12.06						

N. B.—The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	BOILERS										LAST SURVEY						
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS		BUILDERS — PORT AND DATE of CONSTRUCTION		NUMBER and DESCRIPTION	SHELL		Furnaces		HEATING surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION							
					DIAMETERS — IN CENTIMETERS IN INCHES	INCHES		INCHES		INCHES	INCHES		INCHES	INCHES	INCHES	INCHES			INCHES		INCHES	INCHES	INCHES	INCHES	INCHES	INCHES
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38							
25	Cie Universelle du Canal Maritime de Suez	✠	Tr. Exp. (11.03)	6	23 - 56 - 89 13 - 32 - 35	69 27	182 1000 100	Lobnitz & Co Ltd Renfrew 1903	.....	✠	2 C	4.35 14-3	3.12 10-3	6	11 118	331 3560	11.2 160	Lobnitz & Co Ltd Renfrew 1903	Glsq. 03							
26	Koninklijke Nederland- sche Stoomboot Maat- schappij	✠	Tr. Exp. (7.06)	3	48 - 81 - 129 19-32-51	91 36	850 75	Maatschappij voor Scheepsbouw « Fyenoord » Rotterdam 1906	Rd. 7.06	✠	2 C	3.66 12-0	3.08 10-1	6	8.17 88	233 2620	11.2 160 8.4-120	Maatschappij voor Scheepsbouw « Fyenoord » Rotterdam 1906	Rd. 7.06							
27	Koninklijke Neder- landsche Stoomboot Maatschappij	✠	Tr. Exp. (8.06)	3	38 - 64 - 102 15-25-40 PS.n.9.05	91 36	120 600 80	Mij de Maas Rotterdam 1898	Am.8.06	✠	1 C	4.27 14-0	3.43 11-3	8	5.95 64	181 1950	11.25 160 5.3-75	Mij de Maas Rotterdam 1898	Am.8.06 v.c. 8.06 P.C. 8.06							
28	Dampskihs-Selskabet « Vesterhavet » (J. Lauritzen)	✠	Comp. (1.05)	2	56 - 107 22-42 PS. 6.07	68.5 27	100 400 90	Helsingörs Maskin- byggeri Elsinore 1893	Av. 6.07	✠	1 C	3.76 12-3	3.19 10-4	3	4.74 51	140 1508	7 100 7-100	Helsingörs Maskin- byggeri Elsinore 1893	Av. 1.05 v.c. 1.05 P.C. 1.05							
29	H. Aspeslagh & Co	.	Tr. Exp. (11.06)	3	33 - 53 - 86 13-21-34 PS. 11.06	61 24		G. T. Grey South-Shields 1898	Av.11.06	.	1 C	3.58 11-9	2.90 9-6	3	3.81 41	114 1223	12.6 180	G. T. Grey South-Shields 1898	Av.11.06 v.c.11.06							
30	Frau von Pistol Kors (à Neubad)	✠	Comp. (11.07)	2	29 - 54 11 - 21	35 14	160 150	Lange & Sohn Riga 1907	Riga 11.07	✠	1 C	2.50 8-2	2.96 9-9	2	2.55 27	87 941	8 114	Lange & Sohn Riga 1907	Riga 11.07							
31	Cie Française de Navi- gation à Vapeur (Cyp. Fabre & Co)	✠	Comp. (12.03)	2	112 - 195 44 - 76.7 PS.n.7.07	137 54	500 2000 60	Claparède Rouen 1884	Mrs.7.07	✠	3 CD	3.75 12-4	5.70 18-8	12	23.73 255	735 7915	6 85	Stapfer de Duclos Marseille 1903	Mrs.7.07 v.c. 03							
32	Paulsen & Ivers	✠	Comp. (12.06)	2	62 - 108 24.4 - 42.5 PS.n.06; v.12.06	70 27.6	90 360 85	Märkisch - Schlesi- sche Maschinen- bau-Gesellschaft Berlin 1882	Dz. 3.07	✠	2 C	2.50 8-3	2.65 8 8	4	3.64 39	116 1260	5.27 75	Flensburger Schiff- bau-Gesellschaft Flensburg 1899	Dz. 3.07 v.c.12.06							
33	Idarei Massousieh	✠	Comp. diag. (4.03)	2	68 - 107 26.5 - 42	122 48	600 45	Danubius Schoeni- chen Hartmann Budapest 1903	.....	✠	1 C	4.20 13-9	3.19 10-6	3	6.43 69	192 2064	9 128	Danubius Schoeni- chen Hartmann Budapest 1903	Bdp. 03							
34	Newcastle Steamship Co Ltd (J. J. & C. M. Foster)	✠	Tr. Exp. (8.06)	3	63 - 104 - 168 25 - 41 - 66	114 45	316 1450 66	W. Doxford & Sons Ltd Sunderland 1906	N-C.8.06	✠	2 C	4.95 16-3	3.35 11-0	0	11.30 122	479 5157	11.2 160 6.3-90	W. Doxford & Sons Ltd Sunderland 1906	N-C.8.06							
35	Temperley Steam Ship- ping Co Ltd (J. Tem- perley & Co)	✠	Triple (5.06)	3	66 - 107 - 173 26 - 42 - 68	107 42	313 1350 63	W. Doxford & Sons Ltd Sunderland 1906	N-C.5.06	✠	2 C	4.80 15-9	3.35 11-0	6	10.12 109	455 4906	11.2 160 7-100	W. Doxford & Sons Ltd Sunderland 1906	N C.5.06							
36	Pacific Mail Steamship Co	✠	Tr. Exp. (3.03)	3	63.5 - 94 - 158 25 - 37 - 62 PS. 12.06	107 42	2100	Union Iron Works San-Francisco 1897	S-F. 12.06	✠	2 C	4.40 14-5	3.47 11-5	6	9.30 100		11.92 170	Union Iron Works San-Francisco 1897	S-F. 03 v. c.03							

9. 30. 2005. ~~Les notes~~ — — ~~relativement~~ ~~noté~~ ~~à~~ ~~noter~~ ~~des~~ ~~extraites~~ ~~ou~~ ~~retirée~~ conformément à l'article 1 des ~~dispositions~~



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale des pistons Forçé-tudi usé Nombrie de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION				
						DIAMÈTRES	COURSE						Diamèt.	Long.	NOMBRE	sur la grille en m <sup>2</sup> , carr. en pieds carr., carr.					sur la chauffe en mètres carrés en pieds carrés			
																						EN CENTIMÈTRES EN POUCES		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
37	U. J. Wills	✠	2 Comp. (5.07)	4	38 - 76 15 - 30	50 20	500 125	A. F. Smulders Schiedam 1907	Rd. 5.07	✠	2 C	3.10 10-2	3.20 10-6	4 65	6.08 1935	180 121	8.5	A. F. Smulders Grâce-Berleur 1907	Rd. 5.07					
38	Dampskibs-Selskabet « Vesterhavet » (J. Lauritzen)	✠	Tr. Exp. (5.05)	3	43 - 69 - 114 17 - 27 - 45 PS. 11.05	84 33	102 600	Richardson, West- garth & Co Ld Middlesbro' 1901	Av. 11.05	✠	1 C	4.27 14-0	3.20 10-6	3 55	5.11 1855	172 165	11.6 5.6-80	Richardson, West- garth & Co Ld Middlesbro' 1901	Cph. 5.05 v.c. 5.05 p.c. 5.05					
39	Aktieselskabet Damp- skibet « Nicaragua » (S. M. Kuhnle & Son)	.	Triple (3.06)	3	36 - 57 - 94 14-22.5-37 PS. 5.07	61 24	67	Bergens Mek. Verkst. Bergen 1891	N-O.5.07	.	1 C	3.81 12-5	3.10 10-2	2			11.2 160 4.2-60	Bergens Mek. Verkst. Bergen 1891	N-O.5.07 p.c. 5.07 v.c. 3.06					
40	Det Forenede Damp- skibs-Selskab.	✠	Tr. Exp. (7.07)	3	49 - 81 - 130 19 - 32 - 51 PS. 7.07	39 99	162 1003	Lobnitz & Co Renfrew 1895	Cph. 7.07	✠	2 C	4.03 13-3	3.05 10-0	6 108	10.0 2744	253 160	11.2	Lobnitz & Co Renfrew 1895	Cph. 7.07 p.c. 7.07 v.c. 7.07					
41	Gouvernement Impérial de Russie	✠	Comp. (8.03)	2	40 - 73 16 - 29	46 18	330 165	Lange & Sohn Riga 1903	.....	✠	2 C	2.50 8-3	2.76 9-1	4 46	4.30 1636	152 120	8.4	Lange & Sohn Riga 1903	Riga 03					
42	Det Forenede Damp- skibs-Selskab.	✠	Tr. Exp. (4.07)	3	46 - 76 - 122 18 - 30 - 48 PS. 1.07	91.4 36	138 875	Lobnitz & Co Renfrew 1890	N-C.1.07	✠	2 C	3.81 12-6	3.05 10-0	4 84	7.80 —	11.2 160		Lobnitz & Co Renfrew 1890	Cph. 12.06 v.c. 04					
43	Det Forenede Damp- skibs-Selskab.	✠	Tr. Exp. (6.05)	3	48 - 81 - 130 19 - 32 - 51 PS. 4.07	99 39	177 1200 107	Lobnitz & Co Ld Renfrew 1899	Cph. 4.07	✠	2 C	4.03 13-3	3.05 10-0	6 108	10 2740	254 180 7-100	12.6	Lobnitz & Co Ld Renfrew 1899	Cph. 4.07 v.c. 6.05 p.c. 6.05					
44	Dampskibs-Selskabet « Danmark » (Th. Sønne & Co)	✠	Tr. Exp. (4.04)	3	52-84-137 20.5-33-54 PS. 10.07	91 36	950 75	Konink. Mij de Schelde Flessingue 1904	Cph. 1.06	✠	2 C	3.91 12-10	3.10 10-2	4 84	7.81 3238	391 180 7-100	12.6	Konink. Mij de Schelde Flessingue 1904	Rd. 04					
45	Adolf Doppe	.	Comp. (5.00)	2	85 - 140 33.5 - 55 PS. n. 7.07	99 39	180 750 65	Société J. Cockerill Seraing 1887	Av. 7.07	.	2 C	3.68 12-1	2.74 9-0	2 114	10.00 3333	510 75 5-71	5.25	Société J. Cockerill Seraing 1887	Av. 04 v.c. 04 p.c. 04					
46	Cie Universelle du Canal Maritime de Suez	✠	Comp. (11.05)	2	37 - 65 14.5-25.5	40 16	62 250 150	Forges & Chantiers Marseille 1905	Mrs. 11.05	✠	1 C	3.00 9-10	3.00 9-10	2 31	2.90 915	85 114	8	Forges & Chantiers La Seyne 1905	Mrs. 11.05					
47	Société navale Caennai- se (J. Lamy & Co)	✠	Tr. Exp. (1.06)	3	47 - 79 - 130 18-31-51	91 36	185 1050 80	North Eastern Ma- rine Eng. Co Ld Sunderland 1906	N-C.1.06	✠	2 C	3.80 12-6	3.20 10-6	4 77	7.15 2934	275 180	12.6	North Eastern Ma- rine Eng. Co Ld Sunderland 1906	N-C.1.06					
48	Koninklijke Nederland- sche Stoomboot Mij	✠	Tr. Exp. (7.06)	3	38 - 64 - 102 15 - 25 - 40 PS. 6.07	91 39		Mij voor Scheeps- bouw Rotterdam 1902	Am. 6.07	✠	1 C	4.27 14-0	3.12 10-3	3 56	5.21 1952	182 160 11-160	11.2	Mij voor Scheeps- bouw Rotterdam 1902	Am. 7.06 p.c. 7.06 v.c. 7.06					



NOR

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.S.A. in inches	PORT OF REGISTRY	LAST SURVEY									
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.											U.	PORT OF BUILDING	12	13	14	15	16	17	18
	DATE OF TERM																										
	1	2	3																								
✠	49	NORD, <i>Wijk.</i> (10.05) ELECTR.	10.05	■	3/3, G	1.1.	Glt	520 351 366	Sds	94 V.05	Helsingors Jernskibs & Maskinbyggeri Elsinore	A; <i>hél</i> ; 6 comp; D. 29m50; G. 6m28; (W3. calc <i>A</i> . 20 t; calc <i>R</i> . 31 t; C. <i>A</i> . 22½ t; C. <i>R</i> . 12½ t.); p. P; rp. 05; car. 7.07.	47.99 160-0	7.54 24-6	3.85 12-9	14½ 16.0 19.0	Göteborg	Stt. 7.07									
✠	50	NIVERNAIS ( <i>ex-Sumatra</i> ). ELECTR. <i>Calisti</i> . (10.06)	10.06	■	3/3, L	1.1.	3 m 3 P	2555 1880 2198	Frq	82 V.06	J. Elder & Co Glasgow	A; <i>hél</i> ; 7 comp; D. 31m40; R. 14m; G. 14m; 1 p. F; 2 p. P; car. 3.07; rp. 06.	98.27 322-5	11.19 36-9	7.43 24-4	.....	Marseille	Mrs. 3.07									
✠	51	NJALL, <i>Theilland</i> . (10.07)	10.07	■	3/3, G	1.1.	Kt	105 31 92	Dan	05 V.07	Hawthorns & Co Ld Leith	A; <i>hél</i> ; 3 comp; ½ D. 5m79; G. 5m33; (W3. C. <i>A</i> . 14 t.); 1 p. bois; car. 10.07.	27.88 91-6	5.52 18-1	2.57 8-5	.....	Eyrarbakka	Chrt. 10.07									
•	52	NOCHETTE, <i>de Neuville</i> . Yacht. (10.04)	10.04	14	3/3, Y	1.1.	—	—	Frq	04	Pitre & Co Maisons-Laffitte	C-Or-T-P; ch. cv; d. cv. 10.04.	15.25 50-0	3.00 9-10	1.60 5-3	.....	Paris	Paris 04									
✠	53	NOELLA, <i>Lamarre</i> . Chalutier. (8.06)	8.06	■	3/3, G	1.1.	2 m	277 90 282	Frq	06	de la Brosse & Fouché Nantes	A; <i>hél</i> ; 7 comp; R. 23m, 4m50 & 5m; (W3. 30 t.); car. 8.07.	42.60 139-9	6.70 22-0	3.30 10-10	.....	Boulogne s/Mer	Blg. 8.07									
✠	54	NOORDAM, <i>Stenger</i> . ELECTR. (2.07)	2.07	■	3/3, L	1.1.	Glt 4 P-H	12531 7978 6882	P-B	02 V.07	Harland & Wolff Belfast	A; 2 <i>hél</i> ; 11 comp; R. 58m50; (W3 cell. 1847 t; calc 1620 t.); 3 ½ p. A; car. 8.07.	107.66 550-3	18.98 62-3	12.72 41-9	.....	Rotterdam	Rd. 8.07									
✠	55	NOORDLAND, <i>Roberts</i> . ELECTR. (12.00)	12.00	■	—	—	G 4 m 4 P	5129 3200 4711	Ang	84 V.00	Laird Bros Birkenhead	A; <i>hél</i> ; 9 comp; D. 16m76; R. 49m38; G. 24m38; 2½ p. A; 1½ p. PP; car. 12.00; rp. 97.	121.9 400-0	14.3 47-0	10.76 35-4	.....	Liverpool	Av. 00									
✠	56	NORA, <i>Petersen</i> . (4.06) ELECTR.	4.06	■	3/3, G	1.1.	Glt	858 522 623	Dan	98 V.06	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 5 comp; ½ D. 22m89; R. 26m22; G. 10m36; (W3. <i>R</i> . 97 t; M. 92 t; <i>A</i> . 42 t; C. <i>R</i> . 35 t.); grp. 00; rp. 07; car. 5.07	63.92 209-9	9.64 31-8	3.61 11-10	.....	Esbjerg	Cph. 5.07									
•	57	NORD, <i>Duchatel</i> . (9.07) Remorqueur.	9.07	■	3/3, P	1.1.	1 m	104 0 101	Frq	05 V.07	Machinefabriek Alblasserdam	A; <i>hél</i> ; 5 comp.	26.00 85-4	5.50 18-0	2.95 9-8	.....	Dunkerque	Dk. 9.07									
•	58	NORD, <i>Villedieu</i> . (9.93) Chalutier.	9.93	12-10	—	—	Glt	83 67	Frq	92 0.97	P. Corue Dieppe	C-Or. ch. frg; sfb; <i>hél</i> ; rp-car. 6.01.	26.00 85-4	5.50 18-0	2.5 9-8	.....	Dunkerque	Dp. 01									
•	59	NORD, <i>Sandberg</i> . (12.06)	12.06	■	3/3, L	1.1.	2 m	2106 1578 1772	Sds	06	Kockums Mek. Werkstad Malmö	A; <i>hél</i> ; 5 comp; ½ D. 23m62; R. 31m70; W3. cell. 599 t; C. <i>R</i> . 214 t; C. <i>A</i> . 84 t.); 1 p. A; rp-car. 12.06.	85.27 279-9	13.30 43-8	5.52 18-1	31 34 36	Stockholm	Av. 12.06									
•	60	NORD-ALEXIS ( <i>ex-Knias- Gargarin</i> ), <i>Freyer</i> . (9.05) ELECTR.	9.05	■	3/3, A	1.1.	2 m 2 P-H	872 048	Hait	91 V.05	Howaldtswerke Kiel	A; <i>hél</i> ; 6 comp; <i>awning</i> deck; (W3.); rp. 06.	63.05 206-10	8.94 29-4	4.20 13-9	...	Port-au- Prince	Got. 4.06									

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS				SHELL Diameter,   Length — IN METERS IN FEET AND INCHES	Furnaces NUMBER grate surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES															
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
49	Ångfartygs Aktiebolaget « Nornan » (Th. Ahrenberg)	✠	Tr. Exp. (10.05)	3	37 - 58 - 98 14.5-23 - 38.5 PS. 7.05	69 27	35 350 90	Helsingörs Maskin- byggeri Elsinore 1894	Cph. 10.05	✠	1 C	3.66 12-0	3.01 9-9	2 38	3.56 1354	125 160 7-100	11.2 160 7-100	Helsingörs Maskin- byggeri Elsinore 1894	Got. 7.07 P.C. 7.07 v.c.10.05	
50	Sté Générale de Trans- ports Maritimes à Va- peur	✠	Comp. (10.06)	2	97 - 178 38 - 70 PS. c. 3.06	122 48	350 1400	John Elder & Co Glasgow 1882	Mrs. 10.06	✠	2 CD	2.73 12-3	4.64 15-3	8 181		5.62 80		John Elder & Co Glasgow 1882	Mrs. 10.06 P.C. 10.06 v.c.10.06	
51	J. R. B. Lefolli	✠	Comp. (10.07)	2	28 - 58 11 - 23 PS. 10.07	41 16	24 95 120	Hawthorns & Co Ld Leith 1905	Chrt. 10.07	✠	1 C	2.60 8-6	2.52 8-3	2 25	2.28 530	49 100	7	Hawthorns & Co Ld Leith 1905	Chrt. 10.07 v.c.10.07	
52	Baron de Neufville	.	Moteur à pétrole 4 cylindres système					Filz	Paris 04	.	.....	Pétroleum	Motor 4 cylindres	.....					Paris 04	
53	Sté Française des Pêche- ries à Vapeur	✠	Triple (6.05)	3	30 - 50 - 82 12-19.5-32	62 24.5	100 400 110	de la Brosse & Fou- ché Nantes 1906	Blg. 8.07	✠	1 C	3.60 11-10	3.10 10-2	2 40	3.75 1269	118 171	12	Ateliers de la Loire Nantes 1906	Blg. 8.07	
54	Nederlandsch- Ameri- kaansche Stoomvaart Mij	✠	2 Tr. Exp. (2.07)	6	73 - 115 - 198 28.5 - 47.5 - 78 PS. 7.06 PS. T. 8.07	145 57	1265 7000 77	Harland & Wolff Belfast 1902	Rd. 8.07	✠	3 CD 3 C	4.93 16-4	5.33 17-6 3.20 10-6	36 639	59.43 23199	2157 180	12.6	Harland & Wolff Belfast 1902	Rd. 2.07 v. c. 2.07	
55	International Naviga- tion Co Ld (Richardson, Spence & Co)	✠	Comp. (12.00)	2	122 - 216 48 - 85	153 60	500 2500	Laird Bros Birkenhead 1884	.....	✠	ED 1	3.90 - 4.27 12-9-14-0 4.35 - 4.88 16-7 14-3-16-0	5.10 16-7	18 322	29.91 322		5.62 80	Laird Bros Birkenhead 1884	Av. 00 v.c.00	
56	Dampskibs-Selskabet Vesterhavet (J. Lau- ritzen)	✠	Tr. Exp. (4.06)	3	42 - 68.5 - 114 16.3 - 27 - 45 PS. 7.06	84 33	120 550 90	Burmeister & Wain Copenhagen 1898	N-C. 7.06	✠	1 C	4.27 14-0	3.12 10-3	3 59	5.53 1830	170 150 7-100	10.5	Burmeister & Wain Copenhagen 1898	Cph. 4.06 v.c. 4.06 P.C. 4.06	
57	Sté Dunkerquoise de Re- morquage	.	Comp. (9.07)	2	38 - 76 15 - 30	50 20	100 400 130	Machinefabriek Alblasserdam 1905	Dk. 9.07	.	1 C	3.35 11-0	3.05 10-0	2 36	3.32 1075	100 118	8.3	Machinefabriek Alblasserdam 1905	Dk. 9.07 v.c. 9.07	
58	V. Rose	.	Tr. Exp. (9.93)	3	24 - 38 - 58 9.4 - 15 - 23 PS. 9.01	45 17.7	150 140	Vacher Dieppe 1892	.....	✠	1 C	2.67 8-9	2.97 9-9	2			12.6 180	Earle's Shipbuilding & Engineering Co Hull 1894	Dp. 02 v.c. 93	
59	Rederi Aktiebolaget « Rex » (W. L. Beijer)	✠	Triple (12.06)	3	53 - 89 - 147 21-35-58 PS. 12.06	99 39		950 62	Richardson, West- garth & Co Ld Sunderland 1906	Av. 12.06	✠	2 C	3.96 13-0	3.05 10-0	4 90	8.37 3080	286 180 12.6-180	12.6	Kockums Mek. Werkstad Malmö 1906	Mm. 12.06
60	République d'Haiti	.	Tr. Exp. (9.05)	3	41 - 63 - 101 16-24-39.5	63 25	99 570 120	Howaldtswerke Kiel 1891	Gbt. 6.06	.	2 C	2.70 8-10	3.00 9-10	4 58	5.36 2043	190 143	10	..... ..... 1899	Gbt. 6.06 v.c. 8.05 P.C. 8.05	

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR		LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CIRCONFÉRENCE EN MÈTRES EN PIEDS & POUCES	FRANC BOULEV. H.A.N. en pouces	PORT D'ARMEMENT	LIEU et LATE dela DERNIERE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.			PORT DE CONSTRUCTION	COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS									
	DATE DU TERME																					
	1	2	3	4	5	6		7	8			9	10	11	12							13
✠	61	NORDJYLLAND, <i>Kragh.</i> (8.06)	I	3/3,6	1.1	2 m 2 P-B-II	942 587 630	Dan	84	V.06	J. L. Thompson & Sons Sunderland	F; hél; 7 comp; hurr; WT. 185 t; WB. 60 t; C. R. 12 t; car. 8.00.	63.60 208-9	8.60 25-2	6.44 21-1	.....	Copenhague	Cph. 8.06				
.	62	NORDKUSTEN, <i>Tengström.</i> (4.94)	II	—	—	Glt	490 339	Rss	92	V.94	O. A. Brodin Gefle	A; hél; 4 comp; D. 36m26; G. 13m71; R; 1 p. b.	48.77 160-0	7.93 29-0	3.50 11-5	.....	Åbo	Åbo 94				
✠	63	NORDLAND, <i>Petersen.</i> (10.05)	I P. R.	3,3,A	1.1.	Glt 2 P-A	1650 1042 1072	Dan	97	V.95	Flensburger Schiffs- bau-Ges. Flensburg 1897	A; hél; 5 comp; 1/3 D. 21m35; D. 10m37; avmngd. 50m53; WB. cell. 380 t; C. R. 33 t; 2 p. A; rp-car. 2.07	75.79 248-6	10.93 35-16	5.13 16 10	7 9 1/2 11 1/2	Copenhague	Cph. 2 07				
✠	64	NORDPOL, <i>Smidt.</i> (5.04)	I	3/3,L	1.1.	B-G 2 P-B-S	1421 586 957	Dan	79	V.04	Flensburger Schiffs- bau-Gesellschaft Flensburg	F; hél; 5 comp; spard; (WB. C.A. 15 t; cale R. 135 t; C. R. 10 t); 2p. S; grp. 96; car. 1.07; rp. 05.	74.1 243-0	10.0 32-9	7.47 24-6	69 1/2 72 1/2 74 1/2	Copenhague	Cph. 1.07				
✠	65	NORDSEE, <i>Nickel.</i> (8.07) Trawler.	I P.R.	3/3,G	1.1.	Gls	151 32 183	Alm	95	III 07	Action-Gesellschaft « Neptun » Rostock	A; hél; 5 comp; R. 10m63; (WB. A. 7 t.); p. S; rp. 06; car. 4.07.	33.02 108-4	6.30 20-8	3.42 11-3	.....	Altona	Hbg. 8.07				
✠	66	NORDSØEN, <i>Gram.</i> (4.05) — - 01	I	3/3,G	1.1.	Glt	1055 655 790	Dan	61	V.05	Burmeister & Wain Copenhagen	A; hél; 5 comp; 1/3 D. 24m20; R. 18m10; G. 6m40; (WB. cell. 259 t; C. R. 37 t.); rp-car. 4.05.	67.90 222-9	9.62 31-7	3.90 12-9	18 20 23	Esbjerg	Av. 4.05				
.	67	NORDSTERN, <i>Genzeburg.</i> (12.93)	II	—	—	Glt	149 73 140	Alm	65	V.03	F. Schichau Elbing	F; hél; 5 comp; alg. 76; 1/3 D. 5m80; R. 4m70; p. P; rp. 92; car. 12.93.	43.00 141-1	5.20 17-1	2.66 8-7	.....	Elbing	Kngb. 93				
✠	68	NORDSTJERNAN, <i>Carlowitz.</i> (5.07)	I P.R.	3/3,L	1.1.	Glt	1148 820 1002	Sds	99	V.07	Howaldtswerke Kiel	A; hél; 5 comp; (WB. cell. 346 t; C. N. 41 t; C. R. 16 t); 1 p. A. grp. 04; rp. 05; car. 10.07	71.88 235-10	10.73 35-3	4.81 15-9	.....	Stockholm	Hvll. 10.37				
✠	69	NORDSTJERNAN, <i>Ijungberg.</i> (3.06)	III	3/3,6	1.1.	Glt 2 P-B-S	575 496	Sds	71	V.06	O. E. Carlsund Norrköping	F; hél; 6 comp; spard; (WB. 78 t; C. R. 20 t); car. 10.00; rp. 63	61.00 196-10	8.30 27-3	3.93 11-11	.....	Stockholm	Cph. 10.06				
✠	70	NORDVEST, <i>Gundersen.</i> ELECTR. (4.05)	I P.R.	3/3,A	1.1.	Glt 1 P-B	1749 109- 1223	Dan	90	V.05	Helsingors Jernskibs- og Maskinbyggeri Elsinore	A; hél; 6 comp; P. 62m80; G. 8m54; (WB. 324 t; C. R. 35 t); 1 p. A; rp. 05; car. 9.07.	78.5 260-0	10.7 35-10	5.09 18-0	14 1/2 17 1/2 19 1/2	Copenhague	Stt. 9.07				
✠	71	NORGE, <i>Nilsson.</i> (9.05)	I	3/3,G	1.1.	Glt 2 P	1117 782 1054	Sds	85	V.09	Tyne Iron Shipbuild- ing Co Newcastle	A-F; hél; 6 comp; R. 10m05; (WB. cale R. 58 t; E. & R. 45 t; C. R. 7 t.); 1 p. A; 1 p. P; grp. 5.01; rp. 07; car. 5.07.	64.0 210 0	9.2 30-2	6.55 21-6	.....	Göteborg	Got. 5.07				
✠	72	NORMA, <i>Hochreuter.</i> (7.92)	I	—	—	Glt 1 P-B	844 522 615	Alm	84	V.02	Flensburger Schiffs- bau Gesellschaft Flensburg	F; hél; 5 comp; weild; 1/3 D. 21m53; R. 16m10; G. 6m30; WB. cell. 207 t.; 1 p. F; grp. 92; rp-car. 5.95.	60.86 199-7	9.16 30 1	4.19 13-7	.....	Flensburg	Hbg. 97				

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



## MACHINES

## CHAUDIÈRES

## ARMATEURS

19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
CONSTRUCTION																			
61	Det Forenede Dampskibsselskab.	✝	Comp. (8.06)	2	66 - 127 26 - 50 PS. 8.06	84 33	167 510	Hutson & Corbett Glasgow 1884	Cph. 8.06	✝	1 C	4.27 14-0	3.10 10-2	3	5.20 56		6 85 6-85	Hutson & Corbett Glasgow 1884	Cph. 8.06 P.c. 8.06 v.c. 8.06
62	Åbo Ångfartygs Aktiebolag.	.	Tr. Exp.	3	38 - 61 - 99 15 - 23 - 38	66 25	460	.....	.....	.	1 C			2				P. A. Richardson & Sons	.....
63	Dampskibsselskabet « Nordsoen » (Alfred Christensen)	✝	Tr. Exp. 10.05	3	46 - 73.5 - 122 18 - 29 - 48 PS.n. 2.07	84 33	116 680 75	FlensburgerSchiffsbau-Gesellschaft Flensburg 1897	Cph. 2.07	✝	2 C	3.48 11-5	3.20 10-6	4	5.02 54	233 2503	11.6 165	FlensburgerSchiffsbau-Gesellschaft Flensburg 1897	Cph. 10.05 v.c. 10.05
64	Dampskibsselskabet « Norden » (P. de Nully Brown)	.	Comp. (5.04)	2	77 - 145 30.3 - 57 PS. 1.07	84 33	156 540	FlensburgerSchiffsbau-Gesellschaft Flensburg 1879	Card. 1.07	✝	2 C	3.62 11-11	2.74 9-0	4	6.68 72	220 2364	5.27 75 5.6-80	Helsingørs Maskinbyggeri Elseneur 1904	Cph. 0: P.c. 3.06 v.c. 04
65	Albrecht Von Appen	✝	Comp. (8.07)	2	45 - 85 18 - 33.5 PS.n.02, v.4.07	56 22	300 110	Actien-Gesellschaft « Neptun » Rostock 1895	Hbg 8.07	✝	1 C	3.20 10-6	2.90 9-6	2	3.00 32	106 1140	8 114	Action-Gesellschaft « Neptun » Rostock 1895	Hbg 8.07 v.c. 8.07
66	Dampskibsselskabet Vesterhavet (J. Lauritzen).	✝	Tr. Exp. 4.05	3	42-69-114 17-27-45 PS. 4.05	76 30	120 350 78	Burmeister & Wain Copenhagen 1901	Av. 4.05	✝	1 C	4.19 13-9	3.28 10-9	3	4.74 51	177 1905	11.6 165 7-100	Burmeister & Wain Copenhagen 1901	Av. 4.05 v.c. 4.05 P.c. 4.05
67	W. Kunstmann	.	Comp. tand (3.94)	4	23.6 - 47.8 9.3 - 19	42 16.6	24 125	F. Schichau Elbing 1865	.....	.	1 C	2.55 7-7	2.46 8-1	2	2.25 24.2		5.5 78	F. Schichau Elbing 1890	Dz. 94 v.c. 94
68	Rederi Aktiebolaget « Nordstjernen » (Axel Johnsson)	✝	Tr. Exp. (5.07)	3	43 - 70 - 110 17-27.5 - 43 PS. 5.07	63 25	130 650 115	Howaldtswerke Kiel 1899	Hull 5.07	✝	3 C	2.85 9-4	2.87 9-5	6	8.94 97	288 3162	12.5 177	Howaldtswerke Kiel 1899	Hull 5.07 v.c. 5.07
69	Rederi Aktiebolaget «Sverige Kontinenten» (G. O. Wallenberg)	.	Tr. Exp. (3.06)	3	47 - 76 - 89 18.5-30-35 PS.n.04, v.5.06	59 35	225 1150 105	Motala Mek. Verkstad Motala 1889	Cph. 5.06	.	2 C	2.66 12-0	2.28 10-9	6	52.00 550	279 3000	11.2 160	Motala Mek. Verkstad Motala 1889	Stk. 3.06 P.c. 3.06 v.c. 3.06
70	Dampskibsselskabet « Norden » (P. de Nully Brown)	✝	Tr. Exp. (4.06)	3	49.5 - 80 - 131 19.5 - 31.5 - 51.5 PS.c.9.07	91.4 36	148 650	Helsingörs Maskinbyggeri Elseneur 1890	Stt. 4.06	✝	2 C	3.35 11-0	3.01 9-11	4	6.97 75	212 2286	10.5 150 6.3-90	Helsingörs Maskinbyggeri Elseneur 1890	Cph. 6.07 v.c. 4.05 P.c. 6.07
71	Förnyade Ångfartygs Aktiebolag « Svenska Lloyd ». (W. Fredl)	✝	Comp. (9.05)	2	76 - 147 30 - 58 PS. 5.07	91.4 36	140 700	W. Richardson & Co Newcastle 1885	Got. 5.07	✝	2 C	3.58 11-9	3.29 10-6	4	7.06 76		5.62 80	W. Richardson & Co Newcastle 1885	Got. 5.07 v.c. 9.05 P.c. 9.05
72	H. Schuldt.	✝	Comp. (8.92)	2	69 - 122 27.2 - 48	76 30	100 400 72	FlensburgerSchiffsbau-Gesellschaft Flensburg 1884	.....	✝	2 C	3.10 10-2	2.53 8-6	4	3.99 43	155 1671	5.27 75	FlensburgerSchiffsbau-Gesellschaft Flensburg 1884	Ld. 95 v.c. 92



# NOR

NOR																					
SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS			LENGTH	BREADTH	DEPTH	PRE-SUMMER WINTER W.N.A.	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				PROPELLER									
	DATE OF TERM							U.				WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS								IN METERS IN FEET & INCHES	
1	2	3	4	5	6	7	8		9	10	11	12	13	14	15	16	17	18	19	20	21
•	73	NORMA (ex-Treneglos), Larsson. (3.06)	I	3/3,G	1.1.	Glt 1 P-B	1443 1130	Sds	86	J. Readhead & Sons South-Shields	F; hdt; 5 comp; welded; (WB. 340 t; C. R. 16 t.); 1 p. F; car. 10.05; rp. 6.6.	78.80 24-9	11.02 3-6	5.35 17-5	.....	Helsingborg	Mm. 3.06				
•	74	NORMAN-ISLES, Sørensen Turret. (8.04)	I	3/3,L	1.1.	Glt 1 P-B	2455 2160 2017	Nor	76	Wm Darfield & Sons South-Shields	A; hdt; 7 comp; G. 10m25; (WB. cell. 44 t; U. R. 17 t.; 1 p. A; car. 1.07; rp. 0.6).	103.70 340-3	13.86 45-6	7.55 24-9	145 149½	Tönsberg	Seg. 1.57				
✦	75	NORMAND (ex-Norman), Lebreton (6.07 02-06)	I	3/3,P	1.1.	Glt 1 P-B	246 100	Fr	91	D. M. G. & Co Irvine	A; hdt; 4 comp; p. surélévée 22m45; R. 9m & 2m15; G. 6m; (WB. cale 40 t.); rp. 0.7; car. 6.07.	40.41 132-7	6.71 22-0	2.78 9-2	.....	Bayonne	Nt. 7.07				
✦	76	NORMAND,..... (8.99)	I	—	—	—	—	Fr	99	Claparède Frères Argenteuil	A-F; hdt; 5 comp; (WB. C.A.; C.R.); p. F.	24.00 78-9	5.00 16-5	2.05 6-9	.....	Paris	Paris 99				
✦	77	NORMANDIE, Dahlberg. 85-05 (9.05)	I	3/3,L	1.1.	Glt 1 P-B	1207 —	Sds	88	Horsens Skibstæ- ver, Horsens	A; hdt; 5 comp; D. 6m10; ½ D. 14m02; R. 24m38; WB. cell. 352 t.; 1 p. A. & F; car. 4.07; rp. 0.7.	71.66 23-1	10.71 35-2	4.40 14-5	11½ 14 16	Göteborg	Got. 4.07				
✦	78	NORMANNIA, Erichsen. 75-00 (6.02)	I	3/3,L	1.1.	Glt 2 P	2598 1600 2409	Dan	97	Howaldtswerke Kiel	A; hdt; 6 comp; R. 17m; G. 9m; (WB. cell. 810 t; C. Y. 48 t; C. R. 28 t.); 1 p. A; rp-car. 11.06.	94.94 311-6	13.66 44-10	7.29 23-11	41 44½	Copenhagen	Rd. 11.00				
✦	79	NORNAN, Eneberg. (6.06) 77-04	III	3/3,G	1.1.	Glt 1 P-B	277 318	Sds	86	Got. Mek. Werk. Göteborg	F; hdt; 5 comp; R. 11m27; WB. C.A.; 18 t; C. R. 9 t.; p. P; grp. 0.0; rp. 0.7; car. 6.07.	41.4 132-7	7.1 23-4	4.20 13-9	.....	Göteborg	Got. 9.07				
✦	80	NORTHMAN, Pattison. ELECTR. Petrol. in bulk. (7.07)	I	3/3,L	1.1.	2 m 2 P	2157 1496	Amr	61	Chicago Shipbuild- ing Co South-Chicago	A; hdt; 4 comp; D; R; (WB. cell.); rp- car. 7.07.	73.76 242-0	12.8 42-2	7.06 23-2	.....	Port-Arthur (Tex.)	N-Y. 7.07				
✦	81	NORTHTOWN, van Gilder. ELECTR. Petrol. in bulk. (6.07)	I	3/3,L	1.1.	2 m 2 P	2157 1496	Amr	61	Chicago Shipbuild- ing Co South-Chicago	A; hdt; 4 comp; D; R; (WB. cell.); rp- car. 8.07.	73.76 242-0	12.85 42-2	7.06 23-2	.....	Port-Arthur (Tex.)	N-Y. 8.07				
✦	82	NORTHUMBERLAND, Mac ELECTR. Lean. (6.04)	I	3/3,P	1.1.	Glt A&B&P	1255 519 975	Ang	91	Wigham Richardson & Co Newcastle o T	A; 2 hdt; 5 comp; (WB. A. 30 t; C. R. 23 t.); p. PP; rp. 0.6; car. 5.07.	67.05 220-0	10.08 33-1	6.26 20-4	.....	Charlottetown (P.E.I.)	N-S. 5.07				
✦	83	NORTHWESTERN, Decker ELECTR. Petrol. in bulk. (6.07)	I	3/3,L	1.1.	2 m 2 P	2207 1299	Amr	61	Chicago Shipbuild- ing Co South-Chicago	A; hdt; 4 comp; D; R; WB. cell.; grp- 0.7; car. 6.07.	73.76 242-0	12.85 42-2	7.06 23-2	.....	Port-Arthur (Tex.)	N-Y. 8.07				
✦	84	NORWAY, Boekhoud. Remorqueur. (12.06)	I	3/3,P	1.1.	1 m	—	—	—	—	F; hdt; 6 comp; p. PP; alg. 84; grp- car. 12.06.	23.0 85-0	5.2 17-0	2.90 9-6	.....	Anvers	Rd. 12.06				

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY OF BOILERS
			DE-SCRIPTION DATE OF CERTIFICATE	CYLINDERS			BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION						
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches				Diameter — Length — IN METERS IN FEET AND INCHES	NUMBER	Heating surface in sq. meters in sq. feet			Heating surface in sq. meters in sq. feet	PORT AND DATE of CONSTRUCTION					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
73	Rederi Aktiebolaget « Karnan » (Ingelsson)	•	Comp. (3.06)	2	76 - 147 30 - 58	91 36	160 50	J. Readhead & Sons South-Shields 1885	Mim. 3.06	•	2 C	3.60 11 10	3.25 10-8	6	951 2701	5.6 80	J. Readhead & Sons South-Shields 1885	Hsb. 7.07 p.c. 7.07 v.c. 3.06			
74	Dampskibs-Aktieselskab « Norman-Isles » (W. Wilhelmsen & Co)	✦	Tr. Exp. (8.04)	3	62 - 102 - 165 24.5 - 40 - 65 PS. n.02; v.1.07	107 42	350 1600 70	Wm Doxford & Sons Ld Sunderland 1896	N-C. 5.06	✦	2 C	4.03 13-3	3.50 11-6	4	7.43 80	371 4000	The Central Marine Engine Works West-Hartlepool 1896	N-C. 9.05 p.c. 1.06 v. c. 04			
75	Joseph Larran	•	Tr. Exp. (6.07)	3	28 - 42 - 69 11 - 16.5 - 27 PS. 6.07	56 22	95 380 105	Muir & Houston Glasgow 1891	Nt. 6.07	✦	1 C	3.09 10-2	2.58 8-6	2	3.12 33	58 624	Brissonneau & Lotz Nantes 1907	Nt. 6.07 v. c. 6.07			
76	Cie de Touage et Trans- ports de Confians à la mer.	✦	Comp. (8.96)	2	40 - 70 16 - 28	53 21	60 250 130	Claparède frères Argenteuil 1899	.....	✦	1 C	2.74 9-00	2.99 9-10	2	3.40 36	91 978	Claparède frères Argenteuil 1899	Paris 99			
77	Förmnyade Ångfartygs Aktiebolaget « Götha » (H. Sternhagen)	✦	Tr. Exp. (9.05)	3	47 - 76 - 127 18.5 - 30 - 50 PS. 4.07	91 36	166 700 80	Helsingörs Maskin- byggeri Elseneur 1905	Got. 4.07	✦	2 C	3.66 12-0	3.05 10-0	4	5.58 60	246 2619	Helsingörs Maskin- byggeri Elseneur 1905	Cph. 9.05			
78	Dampskibs-Selskabet « Kjöbenhavn » (P. L. Fisker)	✦	Tr. Exp. (5.91)	3	53 - 88.5 - 145 22 - 35 - 57 PS. 11.06	100 39.4	220 1100 75	Howaldtswerke Kiel 1897	Rd. 11.06	✦	2 C	3.62 11 11	3.02 9 11	6	11.00 118	366 3938	Howaldtswerke Kiel 1897	N-C. 1.05 v.c. 01 p.c. 1.05			
79	Ångfartygs Aktiebola- get « Nornan » (Th. Ahrenberg)	•	Comp. (6.66)	2	35 - 81 14 - 32 PS. 6.06	51 20	50 200 103	Göt. Mek. Werkst. Göteborg 1886	Got. 6.06	•	1 C	2.97 9-9	3.00 9-10	2	2.69 28	75 807	Göt. Mek. Werkst. Göteborg 1901	Got. 6.07 p.c. 6.07 v.c. 6.06			
80	The Texas Company	✦	Tr. Exp. (7.97)	3	51 - 84 - 137 20 - 33 - 54 PS. 7.07	102 40	1150 90	Chicago Shipbuild- ing Co South-Chicago 1901	N-Y. 7.07	✦	2 C	3.90 12-9	3.50 11-6	4	9.67 104	332 3568	John Mohr & Sons South-Chicago 1901	N-Y. 7.07 p.c. 7.07 v.c. 7.07			
81	The Texas Company	✦	Tr. Exp. (6.07)	3	51 - 84 - 137 20 - 33 - 54 PS. n.05; v.07	102 40	1150 90	Chicago Shipbuild- ing Co South-Chicago 1901	N-Y. 8.07	✦	2 C	3.90 12-9	3.50 11-6	4	9.67 104	332 3568	John Mohr & Sons South-Chicago 1901	N-Y. 8.07 v.c. 8.07			
82	Charlottetown Steam Navigation Co	✦	Tr. Exp. (6.04)	6	43 - 68.5 - 117 17 - 27 - 46 PS. 6.06	84 33	359 2500	Wigham Richard- son & Co Low-Walker 1891	N-S. 5.07	✦	2 CD	4.11 13-6	4.87 16-0	12	21.30 230	112 160	Wigham Richard- son & Co Low-Walker 1891	N-S. 04 v.c. 04 p.c. 04			
83	The Texas Company	✦	Tr. Exp. (6.07)	3	51 - 84 - 137 20 - 33 - 54 PS. 6.07	102 40	1150 90	Chicago Shipbuild- ing Co South-Chicago 1901	N-Y. 8.07	✦	2 C	3.90 12-9	3.50 11-6	4	9.67 104	332 3568	John Mohr & Sons South-Chicago 1901	N-Y. 8.07 v.c. 8.07			
84	Société Anonyme de Re- morquage à hélice	✦	Triple (12.06)	3	29 - 47 - 76 11.5 - 18.5 - 30	55 22	390 135	Alblasserdamsche Machine Fabriek Alblasserdam 1906	Rd. 12.06	✦	1 C	3.00 9-10	3.30 10 10	2	3.25 35	98 1053	Alblasserdamsche Machine Fabriek Alblasserdam 1906	Rd. 12.06			

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE POSTES	TONNAGE		PAVILLON	ANCIENNETÉ DE LA CONSTRUCTION	CONSTRUCTEURS		MATERIAUX PROPULSEUR				LONGUEUR	LARGEUR	CREUX	(FRANC ETE) D'ORD	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.			PORT DE CONSTRUCTION		COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS									
	DATE DU TERME							U.															
	1	2	3	4	5	6		8	9			10	11	12	13	14	15						
	85	NORWICH, Torney. (1.06)	ELECTR.	■	3/3, L	1.1.	2 m 3 P	1352 707 1325	Ang	83	Earle's S. B. Co Ltd Hull	F; 2 hél; 4 comp; awninged; (WB. C. .R. 60 t; C. A. 25 t); 1 p. F; car. 10.05.	79.25 260-9	9.54 31-4	4.57 15-0	16 20 1/2	Harwich	Qst. 1.06					
✦	86	NUMIDIA, ..... (10.04)		■	3/3, L A.&C.P.	1.1.	2 m 2 P-H	1284 542 1235	Fre	04	Cie Française de Con structions navales Nantes	A; 2 hél; 6 comp; hurricane; R. 10m30; R. A. 2m95; 1 p. A; 1 p. T. (WB. 30 t.); rp.05; car.1.07.	79.47 260-9	8.68 28-6	6.99 23-11	.....	Marseille	Mrs.1.07					
	87	N°-1, Mollison. (6.01)	ELECTR. Barge-loading-dredger.	■	—	—	Chl	496 258 469	Rss	01	Wm Simons & Co Ltd Renfrew	A; 2 hél; 8 comp; 1 p. A; G.6m09.	49.56 162-7	10.68 33-1	3.66 12-0	==	StPetersbourg	Glsq. 01					
✦	88	N°-4 SHUNKAI-MARU, ELECTR. Ruhe. (2.00)	Dredger.	■	—	—	1 m	615 310 586	Jap	00	Wm Simons & Co Ltd Renfrew	F; 2 hél; 5 comp; G. 5m30; 1 p. A-b.	51.82 170-0	10.23 33-7	4.19 13-9	==	Osaka	Glsq. 00					
✦	89	N°-12, ..... (11.00)	ELECTR. Porteur.	■	—	—	2 m	458	Rss	00	A. F. Smulders Rotterdam	A; hél; 9 comp; 1 p. A.	47.13 154-8	8.60 28-2	4.30 14-1	.....	Port-Arthur	Rd. 00					
✦	90	N°-13, ..... (11.00)	ELECTR. Porteur.	■	—	—	2 m	458	Rss	00	A. F. Smulders Rotterdam	A; hél; 9 comp; 1 p. A.	47.13 154-8	8.60 28-2	4.30 14-1	.....	Port-Arthur	Rd. 00					
✦	91	N°-14, ..... (3.01)	ELECTR. Porteur.	■	—	—	2 m	458	Rss	01	A. F. Smulders Rotterdam	A; hél; 9 comp; 1 p. A.	47.13 154-8	8.60 28-2	4.30 14-1	.....	Port-Arthur	Rd. 01					
✦	92	N°-15, ..... (3.01)	ELECTR. Porteur.	■	—	—	2 m	458	Rss	01	A. F. Smulders Rotterdam	A; hél; 9 comp; 1 p. A.	47.13 154-8	8.60 28-2	4.30 14-1	.....	Port-Arthur	Rd. 01					
✦	93	N° 41, Maars. (5.06)	ELECTR. Porteur.	⊖	3/3, R A.&C.P.	1.1.	1 m	710 309	Egp	06	A. F. Smulders Schiedam	A; 2 hél; 18 comp; 1 p. A.	55.00 180-5	9.70 31-10	3.85 12-8	.....	Port-Saïd	Rd. 5.06					
✦	94	N°-42, ..... (8.06)	ELECTR. Porteur.	⊖	3/3, R A.&C.P.	1.1.	1 m	710 309	Egp	06	A. F. Smulders Schiedam	A; 2 hél; 18 comp; 1 p. A.	55.00 180-5	9.70 31-10	3.85 12-8	.....	Port-Saïd	Rd. 8.06					
✦	95	N°-43, ..... (9.06)	ELECTR. Porteur.	⊖	3/3, R A.&C.P.	1.1.	1 m	710 309	Egp	06	A. F. Smulders Schiedam	A; 2 hél; 18 comp; 1 p. A.	55.00 180-5	9.70 31-10	3.85 12-8	.....	Port-Saïd	Rd. 9.06					
✦	96	N°-44, ..... (11.06)	ELECTR. Porteur.	⊖	3/3, R A.&C.P.	1.1.	1 m	710 309	Egp	06	A. F. Smulders Schiedam	A; 2 hél; 18 comp; 1 p. A.	55.00 180-5	9.70 31-10	3.85 12-8	.....	Port-Saïd.	Rd.11.06					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.







CLASS	SHIP AND CAPTAIN	CLASSIFICATION	RIG	NUMBER OF DECKS	TONS	FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS FURNISHED — WATER, FUEL, AND ACCUMULANTS — FURNISHED ON DECK — WATER, FUEL, AND DECKS — — —	LENGTH	BREADTH	DEPTH	DRAUGHT	PORT OF REGISTRY	LAST SURVEY
+	97 No-45, Mulder. (11.07) Eleger. Porteur.	① 3/3, R 1.1. a.b.v.	1 m	719 209	Egp 06	A. F. Smulders Schiedam		A; 2 Aot; 18 comp; 1 p. A.		27-0	11-0	11-0		Port-Sail	Id. 1.07
+	98 No-553, Mitchell. (11.02)	① — —	1 m	184 25 96	Egp 02	Lohnitz & Co Ld Renfrew		A 4 p. 2 comp; 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 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613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000. 1001. 1002. 1003. 1004. 1005. 1006. 1007. 1008. 1009. 1010. 1011. 1012. 1013. 1014. 1015. 1016. 1017. 1018. 1019. 1020. 1021. 1022. 1023. 1024. 1025. 1026. 1027. 1028. 1029. 1030. 1031. 1032. 1033. 1034. 1035. 1036. 1037. 1038. 1039. 1040. 1041. 1042. 1043. 1044. 1045. 1046. 1047. 1048. 1049. 1050. 1051. 1052. 1053. 1054. 1055. 1056. 1057. 1058. 1059. 1060. 1061. 1062. 1063. 1064. 1065. 1066. 1067. 1068. 1069. 1070. 1071. 1072. 1073. 1074. 1075. 1076. 1077. 1078. 1079. 1080. 1081. 1082. 1083. 1084. 1085. 1086. 1087. 1088. 1089. 1090. 1091. 1092. 1093. 1094. 1095. 1096. 1097. 1098. 1099. 1100. 1101. 1102. 1103. 1104. 1105. 1106. 1107. 1108. 1109. 1110. 1111. 1112. 1113. 1114. 1115. 1116. 1117. 1118. 1119. 1120. 1121. 1122. 1123. 1124. 1125. 1126. 1127. 1128. 1129. 1130. 1131. 1132. 1133. 1134. 1135. 1136. 1137. 1138. 1139. 1140. 1141. 1142. 1143. 1144. 1145. 1146. 1147. 1148. 1149. 1150. 1151. 1152. 1153. 1154. 1155. 1156. 1157. 1158. 1159. 1160. 1161. 1162. 1163. 1164. 1165. 1166. 1167. 1168. 1169. 1170. 1171. 1172. 1173. 1174. 1175. 1176. 1177. 1178. 1179. 1180. 1181. 1182. 1183. 1184. 1185. 1186. 1187. 1188. 1189. 1190. 1191. 1192. 1193. 1194. 1195. 1196. 1197. 1198. 1199. 1200. 1201. 1202. 1203. 1204. 1205. 1206. 1207. 1208. 1209. 1210. 1211. 1212. 1213. 1214. 1215. 1216. 1217. 1218. 1219. 1220. 1221. 1222. 1223. 1224. 1225. 1226. 1227. 1228. 1229. 1230. 1231. 1232. 1233. 1234. 1235. 1236. 1237. 1238. 1239. 1240. 1241. 1242. 1243. 1244. 1245. 1246. 1247. 1248. 1249. 1250. 1251. 1252. 1253. 1254. 1255. 1256. 1257. 1258. 1259. 1260. 1261. 1262. 1263. 1264. 1265. 1266. 1267. 1268. 1269. 1270. 1271. 1272. 1273. 1274. 1275. 1276. 1277. 1278. 1279. 1280. 1281. 1282. 1283. 1284. 1285. 1286. 1287. 1288. 1289. 1290. 1291. 1292. 1293. 1294. 1295. 1296. 1297. 1298. 1299. 1300. 1301. 1302. 1303. 1304. 1305. 1306. 1307. 1308. 1309. 1310. 1311. 1312. 1313. 1314. 1315. 1316. 1317. 1318. 1319. 1320. 1321. 1322. 1323. 1324. 1325. 1326. 1327. 1328. 1329. 1330. 1331. 1332. 1333. 1334. 1335. 1336. 1337. 1338. 1339. 1340. 1341. 1342. 1343. 1344. 1345. 1346. 1347. 1348. 1349. 1350. 1351. 1352. 1353. 1354. 1355. 1356. 1357. 1358. 1359. 1360. 1361. 1362. 1363. 1364. 1365. 1366. 1367. 1368. 1369. 1370. 1371. 1372. 1373. 1374. 1375. 1376. 1377. 1378. 1379. 1380. 1381. 1382. 1383. 1384. 1385. 1386. 1387. 1388. 1389. 1390. 1391. 1392. 1393. 1394. 1395. 1396. 1397. 1398. 1399. 1400. 1401. 1402. 1403. 1404. 1405. 1406. 1407. 1408. 1409. 1410. 1411. 1412. 1413. 1414. 1415. 1416. 1417. 1418. 1419. 1420. 1421. 1422. 1423. 1424. 1425. 1426. 1427. 1428. 1429. 1430. 1431. 1432. 1433. 1434. 1435. 1436. 1437. 1438. 1439. 1440. 1441. 1442. 1443. 1444. 1445. 1446. 1447. 1448. 1449. 1450. 1451. 1452. 1453. 1454. 1455. 1456. 1457. 1458. 1459. 1460. 1461. 1462. 1463. 1464. 1465. 1466. 1467. 1468. 1469. 1470. 1471. 1472. 1473. 1474. 1475. 1476. 1477. 1478. 1479. 1480. 1481. 1482. 1483. 1484. 1485. 1486. 1487. 1488. 1489. 1490. 1491. 1492. 1493. 1494. 1495. 1496. 1497. 1498. 1499. 1500. 1501. 1502. 1503. 1504. 1505. 1506. 1507. 1508. 1509. 1510. 1511. 1512. 1513. 1514. 1515. 1516. 1517. 1518. 1519. 1520. 1521. 1522. 1523. 1524. 1525. 1526. 1527. 1528. 1529. 1530. 1531. 1532. 1533. 1534. 1535. 1536. 1537. 1538. 1539. 1540. 1541. 1542. 1543. 1544. 1545. 1546. 1547. 1548. 1549. 1550. 1551. 1552. 1553. 1554. 1555. 1556. 1557. 1558. 1559. 1560. 1561. 1562. 1563. 1564. 1565. 1566. 1567. 1568. 1569. 1570. 1571. 1572. 1573. 1574. 1575. 1576. 1577. 1578. 1579. 1580. 1581. 1582. 1583. 1584. 1585. 1586. 1587. 1588. 1589. 1590. 1591. 1592. 1593. 1594. 1595. 1596. 1597. 1598. 1599. 1600. 1601. 1602. 1603. 1604. 1605. 1606. 1607. 1608. 1609. 1610. 1611. 1612. 1613. 1614. 1615. 1616. 1617. 1618. 1619. 1620. 1621. 1622. 1623. 1624. 1625. 1626. 1627. 1628. 1629. 1630. 1631. 1632. 1633. 1634. 1635. 1636. 1637. 1638. 1639. 1640. 1641. 1642. 1643. 1644. 1645. 1646. 1647. 1648. 1649. 1650. 1651. 1652. 1653. 1654. 1655. 1656. 1657. 1658. 1659. 1660. 1661. 1662. 1663. 1664. 1665. 1666. 1667. 1668. 1669. 1670. 1671. 1672. 1673. 1674. 1675. 1676. 1677. 1678. 1679. 1680. 1681. 1682. 1683. 1684. 1685. 1686. 1687. 1688. 1689. 1690. 1691. 1692. 1693. 1694. 1695. 1696. 1697. 1698. 1699. 1700. 1701. 1702. 1703. 1704. 1705. 1706. 1707. 1708. 1709. 1710. 1711. 1712. 1713. 1714. 1715. 1716. 1717. 1718. 1719. 1720. 1721. 1722. 1723. 1724. 1725. 1726. 1727. 1728. 1729. 1730. 1731. 1732. 1733. 1734. 1735. 1736. 1737. 1738. 1739. 1740. 1741. 1742. 1743. 1744. 1745. 1746. 1747. 1748. 1749. 1750. 1751. 1752. 1753. 1754. 1755. 1756. 1757. 1758. 1759. 1760. 1761. 1762. 1763. 1764. 1765. 1766. 1767. 1768. 1769. 1770. 1771. 1772. 1773. 1774. 1775. 1776. 1777. 1778. 1779. 1780. 1781. 1782. 1783. 1784. 1785. 1786. 1787. 1788. 1789. 1790. 1791. 1792. 1793. 1794. 1795. 1796. 1797. 1798. 1799. 1800. 1801. 1802. 1803. 1804. 1805. 1806. 1807. 1808. 1809. 1810. 1811. 1812. 1813. 1814. 1815. 1816. 1817. 1818. 1819. 1820. 1821. 1822. 1823. 1824. 1825. 1826. 1827. 1828. 1829. 1830. 1831. 1832. 1833. 1834. 1835. 1836. 1837. 1838. 1839. 1840. 1841. 1842. 1843. 1844. 1845. 1846. 1847. 1848. 1849. 1850. 1851. 1852. 1853. 1854. 1855. 1856. 1857. 1858. 1859. 1860. 1861. 1862. 1863. 1864. 1865. 1866. 1867. 1868. 1869. 1870. 1871. 1872. 1873. 1874. 1875. 1876. 1877. 1878. 1879. 1880. 1881. 1882. 1883. 1884. 1885. 1886. 1887. 1888. 1889. 1890. 1891. 1892. 1893. 1894. 1895. 1896. 1897. 1898. 1899. 1900. 1901. 1902. 1903. 1904. 1905. 1906. 1907. 1908. 1909. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919. 1920. 1921. 1922. 1923. 1924. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 0							

NYK

OWNERS		SPECIAL SURVIVAL	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS		LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION				
					DIAMETERS — IN CENTIMETERS IN INCHES	23			PORT AND DATE of CONSTRUCTION	28				31	Length — IN FEET AND INCHES	32	NUMBER			grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet		
																						24	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
97 Cie Universelle du Canal Maritime de Suez		✠	2 Comp. (1.07)	4	43 - 90 17 - 36	50 20	550 120	A. F. Smulders Schiedam 1906	Rd. 1.07	✠	2 C	3.15 10-4	3.20 10-6	4 73	250 2365	8.4 120	A. F. Smulders Grace-Berleur 1906	Rd. 1.07					
98 Cie Universelle du Canal Maritime de Suez		✠	2 Comp. (10.02)	4	20 - 41 8 - 16	30 12	28 156 211	Lobnitz & Co Ltd Renfrew 1902	.....	✠	1 C	2.89 9-6	2.74 9-0	2 30	2.78 687	64 100	Lobnitz & Co Ltd Renfrew 1902	Glsgr. 02					
99 The British Central Afri- ca Co Ltd		✠	Tr. Exp. (5.05)	3	28 - 44 - 72 11 - 17 - 28 P.S. n. 5.05	55 22	300 110	Joh. C. Tecklenborg Geestemunde 1896	P. N. 5.05	✠	1 C	2.80 9-2	2.80 9-2	2 27	2.50 828	77 170	Joh. C. Tecklenborg Geestemunde 1896	P-N. 5.05 v.c. 5.05					
100 A.-S. Nykjøbing p. Mors Dampskibsselskab.		✠	Triple (11.06)	3	38 - 61 - 102 15 - 24 - 40	69 27	100 480 88	Helsingörs Maskin- byggeri Elseneur 1906	Cph. 11.06	✠	2 C	2.97 9-9	3.05 10-0	4 41	3.81 1650	153 185	Helsingörs Maskin- byggeri Elseneur 1906	Cph. 11.06					

OCCO																						
SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES		CLASSIFICATION			GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNEE DE LA CONSTRUCTION	CONSTRUCTEURS		MATERIAUX PROPULSEUR				LONGUEUR EN METRES EN PIEDS & POUCES	LARGEUR EN METRES EN PIEDS & POUCES	CREUX EN METRES EN PIEDS & POUCES	FRANC BORD ETE HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						T.	R.			PORT DE CONSTRUCTION	COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS										
	DATE DU TERME		U.																			
	1	2	3	4	5		6	7			8	9	10	11	12	13						
✠	1	OAK-BRANCH, Turret. Sheel. (10.03) 66-95	I	3, L	1.1.	Glt 2 P-B	3258 2064 2867	Ang	95 V.03	Wm Doxford & Sons Ld Sunderland	A; hél; 7 comp; G. 10m05; (WB. cell. 820 t; C.R.35 t.); 2 p. A; grp; 1.00; car. 9.05.	163.63 13.84 7.32 340-0 45-5 24-0	.....	Sunderland	N-C. 9.05							
✠	2	OASIS, Coste. (12.01)	I	3/3, L	1.1.	B-G 3 P-S	1293 816 1311	Frq	83 V.06	Scott & Co Greenock	F; hél; 5 comp; spard. R. 37 t; (WB. cale A. 50 t; R. 100 t.); grp. 95; rp. 04; car. 1.97.	75.1 9.7 5.03 243-0 31-1 23-6	.....	Marseille	Mrs. 1.67							
✠	3	OASIS (ex-Toujours-Prest), Yacht. .... (11.92) (3/3, Y. 1.1.)	16	...	...	Ctt	22 7 15	Frq	92	Luce Petit-Genouvilliers	C-Ac-PP; hél; ch. ev; d. ev. 11.92.	16.60 3.25 1.80 54-6 10-8 5-11	.....	Le Havre	Paris 94							
✠	4	OBERBÜRGERMEISTER- HAKEN, Nicolai. (4.95) ELECTR.	I	—	—	Glt	1216 748 864	Alm	95	Flensburger Schiff- bau-Gesellschaft Flensburg	A; hél; 6 comp; weld; D. 41m07; G. 7m03; (WB cell. 333 t.; C.R.10 t.; C. A. 50 t.); 1 p. A; car. 4.97.	67.03 9.88 4.74 219-9 32-5 15-7	==	Stettin	Stt. 97							
.	5	OBERON (ex-Ariel), Jour- Chalutier. drain. (9.06)	I	3/3, P	1.1.	Glt	126 18	Frq	85 V.06	Cook & Co Hull	F; hél; 4 comp; R. 9m56; 1 p. b. rp. car. 9.07.	28.57 6.21 2.98 93-9 20-1 9-10	.....	Lorient	L-R. 9.07							
✠	6	OBERON, Visser. (5.07)	I	3/3, A	1.1.	Glt	900 534 744	P-B	90 V.07	Huijgens & van Gelder Amsterdam	A-F; hél; 6 comp; weld; 1/2 D. 20m12; G. 7m93; R. 13m71; (WB. 178 t; C. R. 18 t.); 1 p. A; rp-car. 3.07.	63.51 9.32 4.15 210-9 30-6 15-6	.....	Amsterdam	Am. 5.07							
✠	7	OCCIDENT, Thomsen. (6.93)	I	—	—	Glt	813 505 610	Alm	80 V.9	Flensburger Schiffs- bau-Gesellschaft Flensburg	A; hél; 5 comp; weld; 1/2 D. 18m48; R. 14m94; G. 6m10; (WB. cell. 163 t.); 1 p. A; car. 1.95.	58.32 9.27 4.04 191-3 30-4 13-3	.....	Flensburg	Flsb. 95							
✠	8	OCEANO, Nicholson. ELECTR. (3.07)	I	3/3, P	1.1.	2 m	798 542 679	Brs	07	Caledonian Engin. & Shipb. Co Preston	A; hél; 5 comp; R. 15m67; G. 7m62; (WB. C. A. & C. R.); G. E; 1 p. A.	64.13 10.07 3.38 210-5 33-1 11-1	.....	Pernambuco	Lvp. 3.67							
✠	9	OCTA, Jensen. (8.97)	I	—	—	Glt 2 P-II	281 162 241	Dan	85 V.97	Flensburger Schiffs- bau-Gesellschaft Flensburg	F; hél; 5 comp; avingnd; (WT. cale A. 80 t; C.R. 7 t.); 2 p. S; rp. 98; car. 6.99.	39.4 7.0 3.36 129-0 23-0 11-0	.....	Aalborg	Cph. 99							
✠	10	ODDBJÖRG (ex-Fairy), Lie. (12.02) 00-02	10-3	3/3, G	1.1.	Glt	124 244 317	Nrw	92 0.0	P. Larsson Thorskog	A-P-C; ch. frg; 1/2 D. 10m40; R. 9m10; G. 6m10; grp. 05; rp-car. 4.06.	43.00 7.60 5.81 141-1 25-0 12-6	.....	Christiania	Chrt. 4.06							
✠	11	ODIEL, .... Remorqueur. (4.98)	I	—	—	1 m	127	Esp	98	Werf Conrad Haarlem	A; hél; 5 comp.	30.00 6.00 3.60 98-5 19-81 1-10	.....	Huelva	Rd. 98							
✠	12	OGOUÉ, .... (7.01)	II	—	—	2 m 2 P-A		Frq	01	Claparède Freres Argenteuil	A; 2 hél; 5 comp; R. 1 p. A.	32.70 5.80 1.80 107-4 12-0 5-7	.....	Paris	Paris 01							

ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIERES										DATE DU VISITE DES CHAUDIERES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Forçé, chaudières Nombre de tours		CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE		TYPE	ENVELOPPE		FOYERS	PRESSION Chaudi. min. Cland. auvil.		CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION				
						DIAMÈTRES — EN CENTIMÈTRES EN POUÇES	COURSE des pistons cent. pouces								Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUÇES								
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
1	Nautilus S. S. Co Ld (F. & W. Ritson)	✠	Tr. Exp. (10.03)	3	66 - 107 - 172 26 - 42 - 68 PS. 6.04	107 42	300 1350 67	Wm Doxford & Sons Ld Sunderland 1895	Lvp. 04	✠	2 C	3.66 12-0	3.35 11-0	4	7.80 84	218 2352	11.2 160 11-160	Wm Doxford & Sons Ld Sunderland 1903	N-C. 2.05 v.c. 03 P.C. 2.05					
2	Die de Navigation mixte (F. Touache & Co)	✠	Comp. (12.04)	2	86 - 162 34 - 64 PS.c. 3.07	107 42	260 1300	J. Scott & Co Greenock 1883	Mrs. 3.07	✠	2 C	4.27 14-0	3.20 10-6	6	11.71 126		5.97 75	Prudhon & Co Marseille 1895	Mrs. 2.06 v.c. 04 P.C. 04					
3	G. Ancel	.	Ord. (11.92)	2	17 6.7	17 6.7	9 35 260	Durenne Courbevoie 1889	.....	.	1 C	1.10 3-8	1.90 6-3	1	1.00 11	14 150	8 115	Durenne Courbevoie 1889	Paris 92					
4	Neue Dampfer-Compagnie	✠	Tr. Exp. (4.95)	3	51 - 81 - 132 20 - 32 - 52	84 33	700 72	Flensburger Schiff- bau-Ges. Flensburg 1895	.....	✠	2 C	3.81 12-6	2.90 9-6	4	5.60 60	252 2717	11.6 165	Flensburger Schiff- bau-Ges. Flensburg 1895	Flsb. 95					
5	E. Salmon & Fils	.	Comp. (9.06)	2	41 - 76 16 - 30 PS. 9.06	56 22	184 100	Holmes & Co Hull 1888	L-R. 9.06	.	1 C	3.25 10-8	2.90 9-6	2	2.84 31	76 818	7 100	Holmes & Co Hull 1888	L-R. 9.06 v.c. 9.06					
6	Koninklijke Nederland- sche Stoomboot Maat- schappij	✠	Tr. Exp. (5.07)	3	88 - 63.5 - 102 15 - 25 - 40 PS.n. 03; v. 7.06	91.4 36	100 550	Maatschappij de Maas Rotterdam 1890	Am. 5.07	✠	1 C	4.11 13-6	3.03 10-1	3	5.29 57		10.5 150	Maatschappij de Maas Rotterdam 1890	Am. 5.07 P.C. 5.07 v.c. 5.07					
7	H. A. Petersen	✠	Tr. Exp. (6.93)	3	35.5 - 54.7 - 103 14 - 21.5 - 40.5	68.5 27	90 360 80	Flensburger Schiff- bau-Gesellschaft Flensburg 1889	.....	✠	1 C	3.74 12-3	2.59 8-6	2	2.88 31	142 1500	11.6 166	Flensburger Schiff- bau-Gesellschaft Flensburg 1889	Flsb. 95 v.c. 93					
8	Nathan & Co	✠	Triple (3.07)	3	43 - 69 - 109 17 - 27 - 43	61 24	120 650 100	Caledonian Engin. & Shipb. Co Preston 1906	Lvp. 3.07	✠	1 C	4.27 14-0	3.20 10-6	3	5.58 60	189 2035	14 200 7-100	Caledonian Engin. & Shipb. Co Preston 1907	Lvp 3.07					
9	Det Forenede Damp- skibs-Selskab. (a Coponhague)	✠	Comp. (8.97)	2	45 - 81 17.5 - 32	53 21	40 190 95	Flensburger Schiff- bau-Gesellschaft Flensburg 1885	.....	✠	1 C	2.92 9-7	2.59 8-6	2	1.86 20	81 867	6.33 90	Flensburger Schiff- bau-Gesellschaft Flensburg 1885	Cph. 99 v.c. 97					
10	Aktieselskabet « Odd- bjørg » (Geo J. Broder- sen)	.	Comp. (1.03)	2	39 - 62 15.5 - 24.5 PS. 12.05	44 17.5	50 180 110	Thorskog Mek. Værksted Thorskog 1899	Glsq. 05	.	1 C	2.46 8-1	2.44 8-0	2	1.72 18.5		7 100	Thorskog Mek. Værksted 1892	Glsq. 05 v.c. 03 P.C. 05					
11	Junta de l'Obras	✠	Tr. Exp. (5.98)	3	27 - 40.5 - 61 10.6 - 16 - 24	45 17.7	70 300 221	Gebr. Stork & Co Hengelo 1898	.....	✠	1 C	3.80 9-2	2.96 9-9	2	2.79 30	85 915	10.33 147	Gebr. Stork & Co Hengelo 1898	Rd. 98					
12	Société du Haut-Ogooné	✠	Comp. (7.01)	2			200 168	Claparède frères Argenteuil 1901	.....	✠	2 C Système Bigot	1.30 4-3	2.06 6-9	2			9.5 135	Claparède frères Argenteuil 1901	Paris 01					



2. The above information was obtained from a review of the records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, and is not intended to be a complete statement of the facts.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	NUMBER	CYLINDERS		HORSE POWER nominal INDICATED	BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION		SHELL		FURNACES		PRESSURE Main Boiler, Donkey Boiler.	MAKERS	PORT AND DATE of CONSTRUCTION				
						DIAMETERS	STROKE							Diamet.   Length	NUMBER	IN METERS	IN FEET AND INCHES				IN sq. meters	IN sq. feet		
																							IN CENTIMETERS IN INCHES	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
13	Gouvernement Impérial de Russie	✠	Comp. (7.98)	2	20 - 35.5 8 - 14	26 10.2	60 120	Satre fils aîné & Co Lyon 1898	.....	✠	1 C	2.00 6-7	2.53 8-4	1	1.47 60	41.50 446	10 143	Johannsen & Co Danzig 1898	Dz. 98					
14	F. Waterhouse	✠	Tr. Exp. (5.02)	3	79 - 117 - 183 31 - 46 - 72 PS. 5.02	130 51	2600	James Howden & Co Glasgow 1887	.....	✠	3 C	3.96 13-0	3.45 11-4	9	10.81 117		10.5 150	James Howden & Co Glasgow 1887	S-F. 02 v.c. 02					
15	David W. Deshler	✠	Tr. Exp. (7.05)	3	56 - 89 - 150 22 - 35 - 59 PS. 7.05	99 39	275 1450 86	Richardson, Westgarth & Co Ltd Middlesbrough 1903	N-C. 7.05	✠	3 C	4.11 13-6	3.20 10-6	9	16.90 182	448 4830	12.6 180	Richardson, Westgarth & Co Ltd Middlesbrough 1903	N-C. 7.05 v.c. 7.05					
16	D. Burger & Zoon	✠	Tr. Exp. (7.04)	3	41 - 63.5 - 104 16 - 25 - 41 PS. 6.05	68.5 27	100 500	Ned. Stoomboot Maatschappij Rotterdam 1891	Rd. 6.05	✠	1 C	4.04 13-3	3.02 9-11	3	4.80 51.7		11.2 160	Ned. Stoomboot Maatschappij Rotterdam 1891	Rd. 6.05 v.c. 04 p.c. 6.05					
17	Olaus Olssons Rederi Aktiebolag.	✠	Tr. Exp. (5.03)	3	42 - 69 - 112 16.5 - 27 - 44 PS. 5.04	76 30	150 675 94	Nylands Verkstad Christiania 1902	Sth. 10.06	✠	1 C	4.57 15-0	3.20 10-6	3	6.63 72	214 2300	12.6 180 7-100	Söderhamns Verkstad Söderhamn 1903	Sth. 10.06 p.c. 10.06					
18	A. Kirsten	✠	Comp. (6.97)	2	71 - 150 28 - 51	76 30	110 460 72	Flensb. Schiffbau-Gesellschaft Flensburg 1884	.....	✠	2 C	3.20 10-6	2.82 9-3	4	4.83 52	195 2094	5.62 80	Flensb. Schiffbau-Gesellschaft Flensburg 1884	Rstk. 97 v.c. 97					
19	Gouvernement Impérial de Russie	✠	Comp. (8.97)	2	33 - 53 13 - 21	45 17.7	35 180 160	Gebr. Stork Hengelo 1897	.....	✠	1 C	2.60 8-6	2.90 9-6	2	1.49 16	70 756	6.33 90	Gebr. Stork Hengelo 1897	Am. 97					
20	Ångfartygs Aktiebolaget « Labora » (E. J. Odenius)	.	Comp. (9.04)	2	31 - 72 12 - 28.4 PS. 9.04	49.5 19.5	40 160 100	Göteborgs Mekanska Verkstad Göteborg 1882	Got. 04	.	1 C	2.59 8-6	2.59 8-6	2	1.65 18	49 528	8.8 125 6-85	Göteborgs Mekanska Verkstad Göteborg 1901	Got. 04 v.c. 04 p.c. 04					
21	Förnyade Ångfartygs Aktiebolaget «Gotha» (H. Sternhagen)	✠	Tr. Exp. (4.04)	2	46 - 73.5 - 118 18 - 29 - 46.5 PS. 4.07	76 30	150 670	Bergsunds Engine Works Stockholm 1891	Got. 3.06	✠	2 C	2.87 9-5	2.64 8-8	4			10.5 150	Bergsunds Engine Works Stockholm 1891	Got. 4.07 v.c. 04					
22	Det Forenede Dampskibsselskab	✠	Tr. Exp. (11.90)	3	37 - 58 - 91.4 14.6 - 23 - 36	61 24	64 510	Burmeister & Wain Copenhagen 1890	.....	✠	1 C	4.06 13-4	3.05 10-0	3	4.55 49	133 1435	11.2 160	Burmeister & Wain Copenhagen 1890	Cpb. 90					
23	Garteiz & do Mendialdua	.	Tr. Exp. (7.03)	3	57 - 98 - 157 22.5 - 38 - 62 PS. 7.03	107 42	262 1150 68	Richardson & Sons Hartlepool 1895	Ind. 7.07	.	2 C	4.27 14-0	3.35 11-0	6	8.18 88	352 3781	14 200 5.6-80	Richardson & Sons Hartlepool 1895	Bib. 03 v.c. 03					
24	L. Smit & Co	✠	Tr. Exp. (9.03)	3	41 - 61 - 102 16 - 24 - 40	61 24	650 125	Machine Fabriek Kinderdijk 1903	.....	✠	1 C	4.27 14-0	3.05 10-0	3	5.30 57	163 1750	12.6 180	Machine Fabriek Kinderdijk 1903	Rd. 03					

NAVIRES & CAPITAINES			CLASSIFICATION	GRÈMENT	NOMBRE DE PONTS	TONNAGE	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR	LONGUEUR	LARGEUR	CREUX	PORT	LIEU																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES															
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux	Force indi. nete en chevaux	Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE sur idogille en mètre carr. en pieds carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION																
						DIAMÈTRES	COURSE									Diamèt.   Long.	EN MÈTRES EN PIEDS ET POUCES																					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38																			
25	André Acloque	Comp. (10.06)	2	23 - 43 9 - 17 PS. n. 10.06	30 12	100	152	60	3600 70	100	Maucoeur Nantes 1892	Hv. 10.06	1 C	1.70 5-7	2.60 6-7	1	1.70 18	50 325	6 80	Blasse Nantes 1892	Hv. 10.06 v.c. 10.06																	
26	Rotterdamsche Lloyd (W. Ruijs & Zonen)	Tr. Exp. (11.04)	3	73 - 122 - 208 28.5 - 48 - 82 PS. 4.07	152 60	3600 70	152	60	3600 70	100	Kon. Mij de Schelde Flessingue 1904	Rd. 4.07	2 C 2 C D	3.96 13-0	3.20 5.82 19-1	18	23.73 253	943 10138	14 200	Kon. Mij de Schelde Flessingue 1904	Rd. 8.07																	
27	Nautilus S. S. Co Ld (F. & W. Ritson)	Tr. Exp. (12.00)	3	62 - 102 - 165 24.5 - 40 - 65 PS. n. 4.06	107 42	1600 70	350	42	1600 70	100	W. Doxford & Sons Ld Sunderland 1896	Syd. 10.07	2 C	3.66 12-0	3.35 11-0	4	7.80 84	242 2600	12.6 180 6.3-90	W. Doxford & Sons Ld Sunderland 1896	Syd. 10.07 p.c. 10.07 v.c. 00																	
28	J. P. Castanié Frères	Tr. Exp. (7.04)	3	51 - 86 - 150 20 - 34 - 59 PS. n. 7.06	99 39	900 66	225	39	900 66	100	Wigham Richard- son & Co Newcastle o/T. 1886	Mrs. 7.06	2 C	3.90 12-10	3.25 10-8	6	8.22 SS	328 3527	10.5 150 5-71	Wigham Richard- son & Co Newcastle o/T. 1886	Gn. 3.05 v.c. 04 p.c. 3.05																	
29	Koninklijke West-Indi- sche Maildienst	Comp. (6.03)	2	73.5 - 140 29 - 55 PS. 5.05	99 39	850 70	160	39	850 70	100	Koninklijke Fabriek Amsterdam 1884	Am. 5.05	1 CD	3.73 12-3	5.33 17-6	4	7.43 80	240 2552	5.27 75	Koninklijke Fabriek Amsterdam 1884	Am. 03 v.c. 03																	
30	Aktieselskabet « Vallö » Oljeraffineri	Tr. Exp. (1.07)	2	48 - 79 - 130 19 - 31 - 51 PS. n. 12.02; v. 1.07	91.4 36	150 1000 85	150	36	1000 85	100	Wallsend Slipway & Eng. Co. Newcastle o/T. 1889	N-C. 1.07	2 C	3.66 12-0	3.20 10-6	6	6.50 70	251 2700	11.2 160 7-100	Wallsend Slipway & Eng. Co Ld Newcastle o/T. 1889	N-C. 1.07 v.c. 1.07																	
31	Sol. G. Simpson White Star Line	Tr. Exp. (5.03)	4	39 - 39 - 92 - 153 15.5-15.5-36.5-60.5	137 54	1700 78	137	54	1700 78	100	J. Roach & Son Chester (Pa) 1878 transf. 1903	.....	4 C	3.50 11-6	3.58 11-9	12	15.62 165	521 5600	12.6 180	Moran Bros & Co Seattle 1903	S-F. 03 v.c. 03																	
32	Consul N. Persson	Triple (5.07)	3	34 - 57 - 91 13.5-22.5-36	68 27	..... 110	68	27	..... 110	100	A. & J. Inglis Glasgow 1891	Hlsb. 5.07	1 C	3.42 11-1	2.81 9-3	3	4.28 40	10.5 150	10.5 150	A. & J. Inglis Glasgow 1891	Hlsb. 5.07 v.c. 5.07																	
33	The Oriflamme Steam- ship Co (Lane & Macandrew)	Tr. Exp. (11.03)	3	61 - 102 - 162 34 - 40 - 64 PS. n. 06; v. 10.06	122 48	1750 67	315	48	1750 67	100	The Wallsend Slip- way & Engin. Co Ld Newcastle o/T. 1899	N-C. 10.06	2 C	4.88 16-0	3.35 11-0	6	13.20 142	494 5312	11.2 160 7-100	The Wallsend Slip- way & Engin. Co Ld Newcastle o/T. 1899	N-C. 10.06 v.c. 03 p.c. 10.06																	
34	Pickford & Black (a Halifax)	Qu. Exp. (1.01) 11.06	4	58-84-109-160 23 - 33 - 43 - 63 PS. 11.06	107 42	300 1500	300	42	1500	100	Maatschappij de Schelde Flessingue 1888	N-S. 11.06	2 C D	4.88 16-0	3.46 11-4	8	11.62 125	381 4100	12.6 180	Maatschappij de Schelde Flessingue 1888	N-S. 11.06 p.c. 11.06 v.c. 11.06																	
35	Companhia de Navega- cao Cruzeiro do Sul.	Tr. Exp. (3.06)	6	34 - 54 - 95 13 - 21 - 37	75 29.5	1400 120	75	29.5	1400 120	100	Blohm & Voss Hamburg 1905	Hbg 3.05	2 C	4.34 14-3	3.58 11-0	6	8.56 92	359 3768	14 300	Blohm & Voss Hamburg 1905	Hbg 3.05																	
36	Koninklijke Nederland- sche Stoomvaart Maat- schappij.	Tr. Exp. (12.03)	3	42 - 67 - 110.5 16.5-26.5-43.5 PS. n. 7.05	76 30	90 450 70	90	30	450 70	100	George Clark Ld Sunderland 1896	Am. 7.05	1 C	4.27 14-0	3.72 10-3	3	5.30 57	181 1952	11.2 160 5.3-75	George Clark Ld Sunderland 1896	Am. 03 v.c. 03																	



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RUG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	PRICE BOARD WATER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY				
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.											U.			
	DATE OF TERM																					
	2	3																		4	5	6
	37	ORION <i>ex-Edgar</i> , Hall. 90-03 (9.06)	II	3,3,G	1.1.	Glt 1 P-B	1101 781 871	Sds V.06	70	A. Leslie & Co Newcastle o/T.	F; hel; 6 comp; welded; D. 37m50; G. 11m; (WB. 90 t., C. R. 5 t.); 1 p. P; rp-car. 11.06.	68.60 225-1	9.18 30-2	5.28 17-4	.....	Carlshamm	Colh. 11.06					
✠	38	ORLÉANAIS <i>ex-Lombok</i> , Dominique. (9.05) ELECTR.	I	3,3,L	1.1. A.C.&P.	3m 3 P	2552 1883 2314	Erg V.05	82	John Elder & Co Glasgow	F; hel; 7 comp; D. 31m40, R. 14m; G. 14m; 1 p. F; 2 p. P; rp. 07; car. 2.07.	98.27 322-5	11.24 36-11	7.43 24-4	.....	Marseille	Mrs. 5.07					
✠	39	ORLETS, ..... (8.98) ELECTR. Drague.	I	—	—	1m	405 333	Rss	98	A. F. Smulders Slikkerveer	A; hel; 9 comp; 1 p. A.	45 00 147-8	8.00 26-3	3.00 11-10	.....	Archangel	Rd. 98					
✠	40	ORNA, M. Farlane. ELECTR. Drague. (7.99)	I	—	—	1m	161 317	Rss	99	Wm Simons & Co Ld Renfrew	A; hel; 5 comp; (WB. A. 22 t.); 1 p. PP	42 6 140-0	78.59 28-2	3.10 10-2	==	St-Petersburg	Gisg. 99					
✠	41	ORNE, Armand. (10.03)	I	3,3,G	1.1.	2m 1 P-B	928 445 802	Erg V.03	03	de la Brosse & Fouché Nantes	A; hel; 5 comp; 1 D. 5m70; p. sur- levé 26m; R. 13m20; G. 7m70; (WB. cell. 270 t.); rp. 05; rp-car. 10.06.	64.66 212-2	9.26 30-5	3.63 11-11	19½ 21 24½	Deauville	Hv. 10.06					
	42	ORPHEUS, Unruh. (8.05)	II	3,3,G	1.1.	Carbasc 1 P-B	307 162 262	Alm III V.05	58	Act.-Ges. Vulcan Stettin	F; hel; 5 comp; 1 D. 11m35; R. 12m45; grp-car. 8.05.	49.70 163-1	6.72 22-0	3.32 10-11	.....	Elbing	Kngb. 8.05					
✠	43	ORRIK, Munch. (8.96)	I	—	—	Glt 2 P-H	326 189 280	Dan V.96	85	Helsingörs Jern- skibsyggeri Elseneur	F; hel; 6 comp, ainingd. (WT. 85 t. C. R. 20 t.); 1 p. F; 1 p. P; rp-car. 7.00.	45.2 148-4	6.8 22-4	3.39 11-1	.....	Aarhus	Hbg 00					
	44	ORTA <i>ex-Wisby</i> , Caratini. Yacht. (7.97)	II	3,3,Y	1.1.	Glt 3	59 3 4	Erg 0.01	97	A. Lefrançais Nantes	C; ch. m-fg; hel; 4 comp; p. PP, R. X 1m30; d. m. 1.07; rp 07	20.25 86-2	4.55 14-11	2.27 7-6	.....	Marseille	Mrs. 1.07					
✠	45	OSCAR-FREDRIK, Hag- ELECTR. wall. (4.01) Trunksteamer.	I	3,3,L	1.1. P.R. A.C.&P.	Glt 1 P-B	4490 3337 3770	Sds V.04	00	Howaldtswerke Kiel	A; hel; 8 comp; D. 6m; R. 27m; G. 10m; WB. cell. 1753 t; WT. 1540 t; C. R. 1001 t.; 1 p. A; grp. 04; rp-car. 10.07.	118.51 388-10	15.88 52-1	6.65 21-10	47½ 51½	Stockholm	Av. 10.07					
✠	46	OSCAR-II, Hempel. (1.07) ELECTR. (96-04)	I	3,3,L	1.1. P.R. A.C.&P.	2m 3 P-H	9956 6970 8491	Dan V.07	02	A. Stephen & Sons Ld Glasgow	A; 2 hel; 10 comp; ainingd. D. 13m10, R. 51m00 G. 17m10; WB. 500 t; WT. M. 620 t; C. R. 55 t.; 3 p. A; grp. 03; rp-car. 1.07.	152 5 318-6	17.75 48-2	8.94 29-4	74½ 81	Copenhagen	Cph. 1.07					
✠	47	OSCAR-II, Törnberg. ELECTR. Trunk Steamer. (1.05)	I	3,3,L	1.1. P.R. A.C.&P.	Glt	3552 2769 3075	Sds V.0	96	James Laing Sunderland	A; hel; 7 comp; D. 2m67; R. 22m86; G. 9m59; (WB. cell. 900 t; C. R. 104 t.); 1 p. A; grp. 04; rp-car. 12.06.	106.22 348-6	14.67 48-2	6.58 21-7	49 53	Stockholm	Rd. 12.06					
✠	48	OSMANIEH, Fawcett. ELECTR. (8.06)	I	3,3,M	1.1. A.C.&P.	2m 3 P-B S	4041 1857 2449	Ang V.0	06	Swan, Hunter & Wig- ham Richardson Ld Wallsend o/T.	A; 2 hel; 7 comp, spard; D. 7m90; G. 11m21; (WB. cell. 416 t; C. R. 32 t; C. A. 32 t.); 2 p. A; 1 p. B; car. 5.07.	100.78 360-2	13.78 45-3	7.57 24-10	52 56½	London	Alx. 5.07					

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY OF BOILERS
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL			Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION							
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER		grate surface in sq. meters in sq. feet										
														24	25	31			32	33	34	35	36	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
37 J. Ingmansson	.	Comp. (9.06)	2		62 - 126 24.6 - 49.5 PS.n.12.03	76 30	125 500	Thompson, Boyd & Co Newcastle o/T.1870	Cph. 11.06	.	2 C	3.20 10-6	3.25 10-8	4	6.50 70	176.50 1900	4.22 60	Thompson, Boyd & Co Newcastle o/T.1880	Cph. 11.06 v.c. 8.06					
38 Sté Générale de Trans- ports Maritimes à Vapeur	✠	Comp. (9.05)	2		97 - 178 38 - 70 PS.2.06	122 48	350 1400	John Elder & Co Glasgow 1882	Mrs.2.06	✠	2 CD	3.73 12-3	4.64 15-3	8	16.81 181		5.62 80	John Elder & Co Glasgow 1882	Mrs.9.06 v.c. 9.05 p.c. 9.05					
39 Gouvernement Impérial de Russie	✠	Comp. (8.98)	2		38 - 67 15 - 26.4	40 15.8	40 200 150	H. F. Smulders Rotterdam 1898	.....	✠	1 C	2.70 8-10	3.20 10-6	2	2.80 30	80 860	7 100	A. F. Smulders Rotterdam 1898	Rd. 98					
40 Gouvernement Impérial de Russie	✠	Comp. (7.99)	2		42 - 84 16.3 - 33	53 21	45 300 140	Wm Simons & Co Ld Renfrew 1899	.....	✠	1 C	3.20 10-6	2.89 9-6	2	3.34 36	73.76 794	8.4 120	W. Simons & Co Ld Renfrew 1899	Glsq. 98					
41 P. Duval & Poirier fils	✠	Tr. Exp. (10.03)	3		42 - 69 - 110 16.5 - 27 - 43.5 PS.10.06	80 31.5	175 700 90	de la Brosse & Fou- che Nantes 1903	Hv. 10.06	✠	2 C	3.30 10 10	3.03 9-11	4	7.03 75	132 2064	11.5 164	de la Brosse & Fou- che Nantes 1903	Hv. 10.06					
42 A. Zedler.	.	Comp. (8.05)	2		52 - 91 20.5 - 36	64 25	240 88	Stettiner Vulcan Stettin 1879	Kngb. 9.07	.	1 C	2.94 9-8	2.50 8-2	2	2.60 28	85 914	5 71	Stettiner Vulcan Stettin 1879	Kngb. 9.07 v. c. 8.05					
43 Det Forenede Damp- skibs - Selskab. (å Copenhagen)	✠	Comp. (8.96)	2		48 - 89 19 - 35	53 21	48 200	Helsingörs Maskin- byggeri Elseneur 1885	.....	✠	1 C	3.10 10-2	2.64 8-7	2	2.60 28	84 900	6.33 90	Helsingörs Maskin- byggeri Elseneur 1885	Hbg 99 v.c. 96					
44 P. Borrelly	.	Comp. (7.97)	2		28 - 54 11 - 21 PS.1.07	34 13	35 140 225	A. Maucour Nantes 1897	Mrs.1.07	.	1 C	2.13 7-0	2.31 7-7	2	1.88 20	51.77 557	8 114	A. Legal Nantes 1897	Mrs.1.07 v.c. 04					
45 Axel Johnson	✠	Tr. Exp. (4.01)	3		67.5 - 107 - 175 26.6-42-69 PS.5.06	110 43	450 1800 70	Howaldtswerke Kiel 1900	N.C. 5.06	✠	4 C	3.91 12-10	3.02 9-11	12	22 236	722 7769	11.3 161	Howaldtswerke Kiel 1900	Cph. 04 v.c. 04					
46 Det Forenede Damp- skibs-Selskab.	✠	2Tr.Exp. (1.07)	6		76 - 127 - 203 30 - 50 - 80 PS-T.n.03, v.1.07 P-SB. n.1.07	137 54	1450 8500 76	A. Stephen & Sons Ld Glasgow 1902	Cph.1.07	✠	7 C	4.95 16-3	3.71 12-2	28	47.50 511	2063 22211	13.35 190 7-100	A. Stephen & Sons Ld Glasgow 1902	Cph.1.07 v.c.1.07 v.c.1.07					
47 Rederi Aktiebolaget Nordstjernan (Axel Johnson)	✠	Tr. Exp. (4.05)	3		62 - 102 - 168 24.5 - 40 - 66 PS.n.12.06	114 45	250 1450 66	North-Eastern Ma- rine Engs Co Ld Sunderland 1896	Rd 12.06	✠	2 C	4.11 13-6	3.45 11-4	6	9.05 97.5	360 3960	11.2 160 11-160	North-Eastern Ma- rine Engs Co Ld Sunderland 1896	Stkh. 4.05 v. c.4.05 p.c.4.05					
48 Khedivial Mail Steam- ship and Graving Dock Co Ld	✠	2 Triple (8.06)	3		69-112-127-127 27-44-50-50	107 42	1000 6500 102	Wallsend Slipway & Engin. Co Ld Wallsend o/T. 1906	Alx. 5.07	✠	2 CD 2 C	4.52 14-10	21-10 3.48 11-5	15	35.25 379	1466 15788	12.6 180	Wallsend Slipway & Engin. Co Ld Wallsend o/T. 1906	Alx.5.07					

OXE

NAVIRES & CAPITAINES		CLASSIFICATION			GRÈVEMENT	TONNAGE	PAVILLON	CONSTRUCTEURS	MATÉRIAUX	PORT	PORT	LIEU					
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME			NOMBRE DE PONTS	T. R. U.	ANNÉE DE LA CONSTRUCTION	COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	EN METRES	EN PIEDS & POUCES	D'ARMEMENT	de la dernière VISITE					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
✠	49	ÖSTERLAND, <i>Scensson.</i> Turret. 90-05 (11.05)	I	3/3, L 1.1	1 m	4134	Sds	05	W. Doxford & Sons L <sup>d</sup> Sunderland	A; hél; 7 comp; D. 51; G. 12m44; (WB. cell. 1021 t; cale 719 t; C. R. 33 t.); p. A; rp-car. 12.06.	106.68 15.80 7.32 142 1/2 350-0 31-10 24-0 147	Göteborg	Rd 12.06				
✠	50	ÖSTERSJÖN, <i>Sundell.</i> (3.06)	I	—	6lt	375	Sds	83	Henry Koch Lübeck	A; hél; 5 comp; D. 128 t; G. 20 t; (WB E.&B. 41 t; C. A. & R. 32 t.); 1/2 p. A; rp. 97; car. 3.00.	45.7 7.6 3.65 150.0 25-0 12-0	Stockholm	Gut. 06				
✠	51	ÖSTSEE, <i>Breidsprecher.</i> ELECTR. 91-91 (1.05)	I	3/3, G 1.1	6lt	815	Alm	81	Cie Vulcan Stettin	F; hél; 6 comp; D. 33m72; R. 4m34; G. 9m25; (WT. cale A. 8m67; 113 t.); p. P; grp. 92; rp. 03; car. 2.06.	61.46 8.64 4.64 201-6 28-3 15-2	Stettin	St. 2.06				
	52	OTANÉZ ex-Riverdale, de Arenu. (1.05)	I	3/3, L 1.1	2 m	2985	Esp	95	C. Connell & Co Glasgow	A; hél; 6 comp; R. 20m; (WB. cell. 613 t.); 1 p. A; 11-car. 1.07.	97.53 12.80 8.23 89 320-0 42-0 27-0 95 1/2	Bilbao	Rd. 1.05				
✠	53	OTTAWA ex-Elbruz, <i>Har-</i> ELECTR. wood. 15.03 Petrol. in bulk.	II	3/3, L 1.1	6 3m	2742	Ang	88	Sir W. G. Armstrong, Mitchell & Co Low-Walker	A-F; hél; 13 comp; (WB. E. & B. 160 t. WT. A. 460 t; C. A. 140 t.); 2 p. A; grp. 03; car. 12.04.	94.5 12.2 6.55 79 310-0 40-2 26-0 83 1/2	Londres	2.03 5.03				
	54	OTTO (ex-Schweden, Scensson. (5.06)	II	3/3, G 1.1	2 m	555	Sds	69	J. Laing Sunderland	F; hél; 5 comp; D. 5m84; R. 11m27; G. 5m79; (WB. 100 t.); 1 p. PP; car 5.06; rp. 06.	58.42 8.38 4.65 191-8 27-6 15-2	Bergqvana	Och. 5.06				
✠	55	OTTO-RUD, <i>Hauch</i> (7.07) 07-07	I	3/3, G 1.1	2 m	1411	Dan	07	Howaldtswerke Kiel	A; hél; 5 comp; D. 26m23; R. 15m30; G. 9m15; (WB. cell. 418 t; C. R. 28 t; C. A. 35 t.).	75.52 11.00 5.03 241-3 30-1 10-5 29 1/2	Copenhague	07-07				
✠	56	OTTOKAR, <i>Rottschalk.</i> ELECTR. 95-97 (7.07)	I	3/3, A 1.1	6lt	952	Alm	85	F. Schichau Elbing	F; hél; 6 comp; spard; (WT. 185 t. C. R. 15 t; C. A. 20 t.); 1 p. F; 1 p. P 07; car. 5.07; rp. 05.	61.48 8.46 4.64 201-7 27-8 21-7 64 1/2 15-3 67.0 70 1/2	Königsberg	Kng. 7.07				
✠	57	OUED-SEBOU ex-Macina, Mitrecy. (5.06) 97-05	I	3/3, L 1.1	2 m	1540	Frq	97	R. Napier & Sons Glasgow	A; hél; 6 comp; awningdeck; R. R. 11m58; G. 9m14; (WB. cell. 174 t; C. A. 30 t; C. R. 22 t.); 1 p. A; 1 p. T; car. 7.07; rp. 05.	77.68 11.22 6.00 244-9 36-10 20-4	Marseille	Mrs. 7.07				
✠	58	OURAL (ex-Hans-&Kurt, ELECTR. L'efere. (10.05) Petrol. in bulk.	II	3/3, L 1.1	6 2m	1426	Alg	87	Sir W. G. Armstrong, Mitchell & Co Low-Walker	A-F; hél; 12 comp; hurricane, R. R. 9m45; R. V. 4m70; (WB. E. & B. 18 t; WT. A. 310 t; C. A. 70 t.; 1 p. A; 1 p. PP; grp. 90; rp. 05; car. 10.07.	82.3 11.9 6.40 270-0 39-2 21-0 24 1/2 ligne de charge 6m02 load line 19'9"	Anvers	Av. 10.05				
✠	59	OVE-GJEDDE, <i>Jans.</i> (8.07)	I	3/3, G 1.1	2 m	1426	Dan	07	Howaldtswerke Kiel	A; hél; 5 comp; D. 26m23; R. 18m30; G. 9m15; (WB. cell. 418 t; C. R. 28 t; C. A. 35 t.).	75.52 11.00 5.03 241-2 30-1 16-5 29 1/2	Copenhague	08-07				
✠	60	OXELÖSUND, Turret. Abrahamson 98-06 1.06	I	3/3, L 1.1	2 m	1957	Sds	06	W. Doxford & Sons L <sup>d</sup> Sunderland	A; hél; 6 comp; D. 5m84; G. 9m27; (WB. cell. 541 t; cale 913 t; C. R. 13 t.); car. 7.07; rp. 07.	86.81 11.78 5.84 284-10 38-8 19-1 106 1/2 109 1/2 111 1/2	Oxelösund	N-C 5.06				

N.B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	CYLINDRES		COURSE des pistons cent. pouces	Force nominale des Machines Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. aux l.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION					
					NOMBRE	DIAMÈTRES — EN CENTIMÈTRES EN POUCES							Diamèt.	Long.	NOMBRE	surf. de grille en m <sup>2</sup> carr.			NOMBRE	surf. de chauffe en m <sup>2</sup> carr.			
																					EN MÈTRES EN PIEDS ET POUCES		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
49	Axel Bröström & Sons	✕	Triple (11.05)	3	61 - 104 - 172 24-41-68 PS.12.06	114 45	347 1500 63	W. Doxford & Sons Ld Sunderland 1905	Rd.12.06	✕	2 C	5.03 16-6	3.35 11-0	8	19.26 132	518 5574	12.6 180	W. Doxford & Sons Ld Sunderland 1905	N-C. 11.05				
50	ÅngfartygsAktiebolaget « Södra-Sverige » (J. Settervall)	✕	Comp. (3.00)	2	45 - 78 17.7 - 30.7	55 21.6	65 260 95	Berliner Actien-Ge- sellschaft Berlin 1886	.....	✕	2 C	2.25 7-5	2.85 9-5	2	3.60 39	112 1204	6.5 93	Henry Koch Lubeck 1886	Got. 00 v.c. 00				
51	Ostsee Dampfschiff- fahrts-Actien-Gesell- schaft	✕	Comp. (4.05)	2	70 - 130 27.6 - 51 PS.3.05	80 31.5	115 560 80	Cie Vulcan Stettin 1881	Stt. 4.05	✕	2 C	2.93 9-7	2.62 8-7	4	5.20 56	171 1839	6 85	Cie Vulcan Stettin 1904	Stt. 4.05 v. c. 4.05				
52	Gartiez & de Mendialdua	.	Tr. Exp. (4.05)	3	58-97-157 23-38-62 PS.n.04;v.1.07	107 42	1200 60	Dunsmuir & Jack- son Glasgow 1895	Rd. 1.07	.	2 C	4.50 14-9	3.20 10-6	6	11.16 120	299 4292	11.2 160 5.6-80	.....	Gard. 9.07 v.c. 4.05 P.C. 8.06				
53	Anglo-American Oil Co Ld (James McDonald)	✕	Tr. Exp. (5.03)	3	58 - 94 - 152 23-37-60 PS.n.5.03;v.12.04	99 39	250 1200 75	Wallsend Slipway & Engineering Co Newcastle o/T. 1888	Lvp. 04	✕	2 C	4.42 14-6	3.35 11-0	6	9.29 100	377 4056	10.5 150	Wallsend Slipway & Engineering Co Ld Newcastle o/T. 1901	N-C. 03 v.c. 03				
54	L. Pettersson	.	Comp. (7.02)	2	38-104 15-41 PS. 5.06	122 48	74	G. Clark Sunderland 1869	Och.5.06	.	1 C			3	121 1303	9.5 135	G. Clark Sunderland 1893	Och.5.06 P.C. 5.06 v.c. 5.06					
55	Dansk Dampskibs- Selskabet (W. Anderson & Co)	✕	Triple (7.07)	3	42 - 67 - 107 16.5-26.5-42	75 29.5	600 90	Howaldtswerke Kiel 1907	Kiel 7.07	✕	2 C	3.35 11-0	3.03 9-11	4	6.72 72	221 2376	12.5 178	Ottensener Eisen- werke Altona 1907	Kiel 7.07				
56	Marcus Cohn & Sohn	✕	Tr. Exp. (7.07)	3	40-63-98 15.7-24.7-38.5 PS.n.05; v.5.07	64 25.2	90 380 68	F. Schichau Elbing 1885	Kngh. 7.07	✕	2 C	2.49 8-2	2.64 8-8	2	3.32 36	126 1344	11 156	J. W. Klawitter Danzig 1906	Kngh. 7.07 v.c. 7.07				
57	Cie de Navigation Ma- rocaïne et Arménienne (N. Paquet & Co)	✕	Tr. Exp. (5.00)	3	51 - 81 - 132 20-32-52 PS.n.04;v.7.07	91 36	180 1250 87	R. Napier & Sons Ld Glasgow 1897	Mrs.7.07	✕	2 C	3.81 12-6	3.20 10-6	6	9.56 103	276 2966	11.2 160 5.6-80	R. Napier & Sons Ld Glasgow 1897	Mrs.5.06 P.C. 5.06 v.c. 5.01				
58	Sté anon. d'Armement, d'Industrie et de Com- merce	✕	Tr. Exp. (10.05)	3	52-86-140 20.5-34-55 PS.n.05;v.10.07	91.4 36	170 860	Wallsend Slipway & Eng. Co Newcastle o/T. 1887	N-C 05	✕	2 C	3.70 12-1	3.55 11-0	6	9.66 104	272 2930	11.2 160 7-100	Palmers Shiph. & Iron Co Ld Jarrow 1903	Av.10.05 v.c.10.05 P.C.10.05				
59	Dansk Dampskibs- Selskabet (W. Anderson & Co)	✕	Triple (8.07)	3	42 - 67 - 107 16.5-26.5-42	75 29.5	600 90	Howaldtswerke Kiel 1907	Kiel 8.07	✕	2 C	3.35 11-0	3.03 9-11	3	6.72 72	221 2376	12.5 178	Ottensener Eisen- werke Altona 1907	Kiel 8.07				
60	Oxelösunds Rederi Ak- tiebolaget (P. Tham)	✕	Tr. Exp. (1.06)	3	53-89-145 21-35-57	99 29	215 950 64	W. Doxford & Sons Ld Sunderland 1906	N-C.1.06	✕	2 C	4.10 13-6	3.20 10-6	4	7.24 78	320 3449	11.2 160 6.3-90	W. Doxford & Sons Ld Sunderland 1906	N-C.1.06				



PAR

SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS		LENGTH  IN METERS IN FEET & INCHES	BREADTH  IN METERS IN FEET & INCHES	DEPTH  IN METERS IN FEET & INCHES	FREE BOARD (SUMMER WINTER W.N.A.) in inches	PORT OF REGISTRY	LAST SURVEY	
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND — DATE OF TERM								T.	R.				U.								
1	2	3	4	5	6			7	8				9	10							11
+	1	PACIFIC, <i>Petersen.</i> ELECTR. — — 03 (11.03) Cable-steamer.	I	3/3, L	1.1.	2 m 2 P-S	1570 728 954	Dan	03	Burmeister & Wain Copenhagen	A; 2 h&l; 6 comp; spard; (WB. cell. 288 t; C. A. 15 t; C. R. 36 t.); 1 p. A; 1 p. T.	80.65 264-7	10.92 35-10	6.55 21-6	.....	Copenhagen	Cph.	03			
+	2	PAHUD, <i>de Grooth.</i> (3.06) ELECTR.	II	3/3, L	1.1.	2 m 3 P-A	1806 1113 1427	P. B	06	Nederlandsche Scheepsbouw Mij Amsterdam	A; h&l; 7 comp; shaded; D. 23m16; R. 17m06; G. 23m16; (WB. cell. 351 t.); 3 p. b.	90.30 296-3	11.58 38-0	5.54 18-2	39½ 42½ 44½	Batavia	Am.	3.06			
+	3	PAMPA, <i>Ravel.</i> (9.06) ELECTR. 83 - 06	I	3/3, L	1.1.	2 m 3 P-S	4470 2812 3752	Frç	06	London & Glasgow Engineering & Iron Shipbuilding Co Ld Glasgow	A; 2 h&l; 8 comp; spard.; D. 14m93; R. 46m34; G. 19m20; (WB. cell. 581 t.); 2 p. A; car. 8.07.	124.21 407-6	14.46 47-6	8.13 26-8	77½ 82½	Marseille	Mis.	8.07			
+	4	PAN, <i>Nordgren.</i> (5.05)	II	3/3, G	1.1.	Glt 1 P-B	854 591 750	Sds	86 V.05	Atlas Iron Works Gefle	A; h&l; 5 comp; R. 14m6; (WT. M. 100 t; C. R. 24 t.); p. S; grp. 06; car. 5.07.	59.4 194.10	8.6 28-3	5.61 18-5	.....	Stockholm	Hv.	5.07			
+	5	PANAGHI-VAGLIANO, <i>Panaioti.</i> (4.07)	II	3/3, P	1.1.	Glt	812 502 695	Rss	99 V.07	Smiths Dock Co (Ld) North-Shields	A; h&l; 6 comp; G. 5m49; (WB. cell. 146 t; C. R. 29 t; C. A. 40 t.); rp-car. 4.07.	68.10 223-6	9.80 32-2	4.05 13-4	.....	Kertch	Ods.	4.07			
+	6	PANAY, ..... (7.02) ELECTR.	I	—	—	2 m 1 P-B	3811 2778	Amr	02	Chicago Shipbuild- ing Co Chicago	A; h&l; 4 comp; (WB).	108.51 356-0	15.24 50-0	7.32 24-0	.....	Cleveland	Clv.	02			
+	7	PARAGUAY, <i>Berg.</i> (11.00) ELECTR. Petrol in bulk.	I	—	—	— 1 P-B	2201 1323	Amr	00	American Shipbuild- ing Co Lorain (Ohio)	A; h&l; 4 comp; rp. 05; car. 8.06.	73.76 212-0	12.80 42-0	8.05 26-5	.....	Philadelphia	Phid.	8.06			
+	8	PARAGUAY, <i>Renault.</i> (1.05)	I	3/3, L	1.1.	Bk 3 P-S	3445 2119	Frç	88 V.05	Ateliers & Chantiers de la Loire St-Nazaire	A; h&l; 9 comp; spard; R. R. 27m90; R. 6m50; R. A. 23m30; G. 13m90; 3 p. A; car. 1.07.	110.7 363-0	12.3 40-4	7.00 30-9 23-0	.....	Le Havre	Hv.	1.07			
+	9	PARANAGUA, <i>Buuck.</i> ELECTR. (9.95)	I	—	—	Glt 2 P-B-S	2836 1813 2413	Alm	95	Reierstieg Schiffs- werfte Hamburg	A; h&l; 6 comp; spard; D. 12m; R. 28m; G. 10m30; (WB. cell. 425 t.); 2 p. A.	91.44 300-0	12.49 41-0	7.90 25-11	.....	Hamburg	Hbg	95			
+	10	PARANAGUA, ..... (2.02)	I	—	—	Glt 2 P-B-S	2117 1206 1894	Arg	90 V.02	Raylton Dixon & Co Middlesbro	A-F; h&l; 6 comp; spard; R. 76 t; G. 12m80; (WB. cell. 387 t.); 1 p. PP; 1 p. F; rp. 92; car. 12.04.	89.91 295-0	11.63 38-2	6.76 22-2	.....	Buenos-Ayres	B-A.	04			
+	11	PARATOFF, ..... (5.02) ELECTR. Drague.	I	—	—	—	194	Rss	02	Werf Conrad Haarlem	A; 5 comp; p. PP.	33.00 108-3	6.50 21-4	2.68 8-10	.....	Paratoff	Am.	02			
+	12	PARIS (ex-Saturn), <i>Tholander.</i> (2.04)	I	3/3, L	1.1.	Glt	1192 743 931	Dap	94 V.04	Flensburger Schiff- bau Gesellschaft Flensburg	A; h&l; 5 comp; welded; D. 22m67; R. 32m67; G. 7m15; (WB. cell. 350 t.; R. 6 t.); 1 p. A; grp. 04; rp-car. 5.07.	70.63 231-7	10.37 34-0	5.15 16-11	10½ 13 15	Copenhagen	Cph.	5.07			

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES							SPECIAL SURVEY	BOILERS										LAST SURVEY OF BOILERS
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal — INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION			
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES							Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18				
1 Det Store Nordiske Telegraf-Selskab	✚	2 Tr. Exp. (12.03)	6	42 - 69 - 114 16.5 - 27 - 45	69 27	296 1700 120	Burmeister & Wain Copenhagen 1903	.....	✚	3 C	4.03 13-3	3.20 10-6	9	12.56 135	510 5481	12.6 180	Burmeister & Wain Copenhagen 1903	Cph. 03			
2 Koninklijke Paketvaart Maatschappij	✚	Triple 3.00	3	55 - 91 - 150 21.5 - 30 - 59	110 43	270 1350 84	Nederl. Fabriek Amsterdam 1906	Am. 3.06	✚	2 C	4.25 13-11	3.65 12-0	6	10.50 113	420 4520	12.6 180 5.6-80	Nederl. Fabriek Amsterdam 1906	Am. 3.06			
3 Ste Gd de Transports Maritimes à Vapeur	✚	2 Tr. Exp. 9.06	6	58 - 99 - 163 23 - 39 - 64	107 42	794 3800 92	The London & Glasgow Engineering & Iron Shipbuilding Co Ltd Glasgow 1906	Gls. 9.06	✚	4 C	4.88 16-0	3.58 11-9	12	23.78 256	1133 12192	12.6 180	London & Glasgow Engineering & Iron Shipbuilding Co Ltd Glasgow 1906	Gls. 9.06			
4 Rederi Actiebolaget «Union» (G. O. Wallenberg)	✚	Comp. (5.05)	2	66 - 114 26 - 45 PS. 3.03	72 28.4	90 262	Atlas Iron Works Stockholm 1886	Stkh. 5.07	✚	2 C	2.85 9-4	2.70 8-10	4	4.85 52		5.27 75 5.3-75	Atlas Iron Works Stockholm 1886	Stkh. 5.07 v.c. 05 p.c. 5.07			
5 E. Pallone & F. C. Swenson	✚	Tr. Exp. (4.07)	3	38 - 64 - 102 15 - 25 - 40 PS. 4.07	69 27	90 500 90	Maccoll & Pollock Sunderland 1899	Ods. 4.07	✚	1 C	3.96 13-0	3.05 10-0	3	4.55 49	138 1484	11.2 160 5.6-80	Maccoll & Pollock Sunderland 1899	Ods. 4.07 p.c. 4.07			
6 E. D. Carter	✚	Tr. Exp. (7.02)	3	51 - 85 - 140 20 - 33.5 - 55	102 40	1000 90	Chicago Shipbuilding Co Chicago 1902	.....	✚	2 C	3.91 10-10	3.96 13-0	4	10.04 108	393 4229	12.27 175	American Shipbuilding Co Cleveland 1902	Clv. 02			
7 Sun Oil Co	✚	Qu. Exp. (11.00)	4	38 - 58 - 89 - 137 15 - 23 - 35 - 54 PS. 8.06	91 36	1250 85	American Shipbuilding Co Cleveland 1900	Phld. 8.06	✚	2 WT	3.35 11-0	3.05 10-0	2	11.25 121		17.5 250	Babcock & Wilcox New-York 1900	Phld. 8.06 p.c. 04			
8 Chargeurs Réunis	✚	Tr. Exp. (1.05)	3	70 - 115 - 182 27.6 - 45.3 - 71.6 PS. 1.07	120 47.3	500 2000 70	Ateliers & Chantiers de la Loire Nantes 1888	Hv. 1.07	✚	4 C	3.80 12-6	3.13 10-4	8	18.68 200	475 5161	12 170 12-170	Forges & Chantiers de la Méditerranée Marseille 1899	Hv. 3.06 v.c. 1.05 p.c. 1.05			
9 Hamburg-Südamerikanische Dampfschiff-fahrts-Gesellschaft	✚	Tr. Exp. (9.95)	3	57 - 91 - 147 22.5 - 36 - 58	107 42	1130 72	Reiherstieg Schiffswerite Hamburg 1895	.....	✚	2 C	4.14 13-7	3.47 11-5	6	10.44 112	366 3892	12.2 174	Reiherstieg Schiffswerite Hamburg 1895	Hbg 95			
10 Alej. & Enr. A. Bancalari	✚	Tr. Exp. (2.02)	3	58 - 94 - 155 23 - 37 - 61 PS. 7.03	107 42	325 1300 65	Th. Richardson Hartlepool 1890	Hv. 04	✚	2 C	4.34 14-3	2.97 9-9	6	9.66 104	350 3760	11.2 160 5.6-80	Th. Richardson Hartlepool 1890	Hv. 04 v.c. 02			
11 Société des Aciéries de Paratoff	✚	.....	pour l'appareil de dragage	Seulement	.....	.....	.....	.....	✚	.....	.....	.....	.....	.....	.....	.....	.....	Am. 02			
12 Dampskibs-Selskabet «Vulcan»	✚	Tr. Exp. (2.04)	3	41 - 66 - 109 16 - 26 - 43 PS. n. 5.07	84 33	500 70	Flensburger Schiffbau-Gesellschaft Flensburg 1894	Cph. 5.07	✚	1 C	4.34 14-3	3.08 10-1	3	4.20 46	188 2025	11.6 165 6.3-90	Flensburger Schiffbau-Gesellschaft Flensburg 1894	Cph. 5.07 v.c. 04 p.c. 5.07			

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈLEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATERIAUX PROPULSEUR				PORT			LIEU et DATE de la DERNIERE VISITE		
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.			U.	PORT DE CONSTRUCTION	COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				LONGUEUR	LARGEUR	CREUX		FRANC BORD ETÉ HIVER H.A.N. en pouces	D'ARMEMENT
	DATE DU TERME													EN METRES	EN PIEDS & POUCES	EN PIEDS & POUCES							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
	13	PARIS,..... (11.05)	I	3/3,Y	1.1.	Canot Aut.	.....	Mxc	05	Amblard & Co Dieppe	A. g. hél; 4 comp.	13.40 44-0	2.68 8-10	0.94 3-1	.....	Tampico	Dp.11.05						
✝	14	PAS-DE-CALAIS,..... Drague. (5.05)	I	3/3,P	1.1.	1 m	638 254	Frç	93 V.05	H. Satre Arles	A; 2 hél; 11 comp; G. 9m; 1 p. A;rp- car.5.05.	52.23 171-4	10.27 33-9	8.76 28-7	.....	Boulogne s/Mer	Hv. 5.05						
	15	PATRIA (ex-Altheim), Persson. (4.07)	I	3/3,L	1.1	2 m 1 P-B	1570 988 1276	Sds	83 V.07	Bartram. Haswell & Co Sunderland	F; hél; 6 comp; D. 7m32; 3 D. 28m65; R. 17m07; G. 9m75; (V.B. cell. 250 t; C. A. 20 t; C. A. 35 t.); rp-car.4.07.	78.76 258-5	10.97 30-0	5.64 18-6	.....	Helsingborg	N-C.4.07						
✝	16	PAUL-BEAU, Mathis. ELECTR. (7.07)	I	3/3,R A.&C.P.	1.1.	— 3 P-H	1671 909	Frç	03 V.07	Cie Française de Constructions Na- vales	A; 2 hél; 5 comp; awningd; R. 9m35 & 4m; rp-car.7.07.	67.85 222-8	11.61 38-1	6.09 20-0	.....	Canton	H-K. 7.07						
✝	17	PAULA, Hettmeyer.(1.04) ELECTR. 82-96 Petrol. in bulk.	P.R	3/3,L A.&C.P.	1.1.	G 3 m 2 P-T	2703 1721 2654	Alm	88 V.04	Sir W.G. Armstrong, Mitchell & Co Low-Walker	A-F; hél; 11 comp; R.A. 4m00; R.R. 8m36; G. 11m30; (V.B. E. & B. 130 t; conical DF,419 t; C.A. 202 t.); 1 p. P; 1 p. A; rp.07; car.4.07.	87.74 287-9	12.09 39-7	9.51 31-2	.....	Hamburg	Kngb. 10.07						
✝	18	PAULINA(ex-Puerto-Rique- ño), Cirarda. (6.01)	I	—	—	B-G 2 P-B	2116 1343	Esp	81 V.01	R. & J. Evans & Co Liverpool	F; hél; 7 comp; D. 11m58; G. 10m97; 2 p. F; rp-car.6.01	85.39 280-0	10.90 36-0	7.52 24-8	.....	Bilbao	Lvp. 01						
✝	19	PAULINE-HAUBUSS, ELECTR. Roggenstroh 86-03 (4.00)	I	—	—	Glt	412 239 334	Alm	94 V.00	Nüscke & Co Stettin	A; hél; 5 comp; 1/2 D. 16m25; G. 4m26; R. 7m20; (V.B. E. & B. 80 t; C.A. 8 t; C. A. 8 t.); 1 p. A; rp.96; car. 3.05.	45.71 150-0	7.56 24-8	3.80 12-5	.....	Stettin	Sgt. 03						
✝	20	PAX, Ganzer. (10.05) 87-02	I	3/3,G A.&C.P.	1.1.	Glt	513 301	Alm	93 V.05	Act.-Ges. Weser Bremen	A; hél; 6 comp; R. 11m65; G. 6m60; (WT. R. 59.5 t. C.A. 24.5 t.); 1 p. A; rp.07; car.9.07.	48.46 159-0	7.90 25-11	3.62 13-1	.....	Bremen	Rd. 9.07						
✝	21	PEARLMOOR, Moffett. Turret. ---05 (10.05)	I	3/3,L A.&C.P.	1.1.	2 m 1 P-B	4119 2576 3401	Ang	05	W. Doxford & Sons Ld Sunderland	A; hél; 7 comp; D. 8m51; G. 12m44; (V.B. cell. 944 t; C. A. 33 t.); 1 p. A; car.1.07.	106.68 350-0	15.57 31-1	7.32 24-0	136 140 1/2	London	Card. 1.07						
✝	22	PÉCHERIES-A-VAPEUR-X, Chalutier. Coopman. (9.04)	I	3/3,P	1.1.	2 m	140 48	Blg	00 V.01	Ateliers. Forges & Acieries Bruges	A; hél; 5 comp; (V.B. 80 t.);car.9.04.	32.50 105-8	6.40 21-0	3.50 11-6	.....	Ostende	Av. 04						
✝	23	PEGU, Brick. Remorqueur. (6.04)	I	3/3,G P.R. A.&C.P.	1.1.	1 m	81 32 30	Alm	92 V.04	Rickmers Reismühl- on Rhederei- Schiffb.-Act.-Ges. Geestemünde	F; hél; 5 comp; R.A. 2m; rp.02; car. 6.06.	24.38 80-0	5.18 17-0	2.76 9-1	.....	Bremerhaven	Wes. 6.06						
✝	24	PELICAN,..... (9.98)	III	—	—	Chl 2 P-A	61 38 57	Frç	98	A. Dubigeon Nantes	A; hél; 3 comp; awningd; R.A. 3m70; R. A. 4m95.	25.53 83-9	4.60 15-5	1.53 5-0	.....	Saigon	Nt. 98						



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIERES										DATE DE VISITE DES CHAUDIERES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE		TYPE	ENVELOPPE		FOYERS	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS				
						DIAMETRES								Diamètre. Long.									
						EN CENTIMETRES EN POUCES								EN METRES EN PIEDS ET POUCES									
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
13	Cia Azucarera del Panuco	•	.....	M	oteur Cazes pétrole	1	ampa	nt 30 chev.	Dp.11.05	•	.....	Ca	ze s para	fin Mo	tor 30	HP	Dp.11.05						
14	Ponts & Chaussées (Administration des)	✕	2 Comp. (5.05)	6	70 - 57 - 70 27.6-22.5-27.6 PS.5.05	45 17.7	150 600 120	H. Satre Lyon 1893	Hv. 5.05	✕	2 C	3.20 10-4	3.45 11-3	4 44	280 3014	8 112	H. Satre Lyon 1893	Hv. 5.05 v.c.5.05					
15	Radevinktie-Bolaget « Patria » (C. A. Philis)	•	Comp. (4.07)	2	79 - 158 31 - 62 PS.4.07	107 42	197 970 57	J. Dickinson & Son L <sup>d</sup> Sunderland 1883	N-C.4.07	•	2 C	3.96 12-0	3.05 10-0	6 88	307 3309	5.6 80 5.6-80	J. Dickinson & Son L <sup>d</sup> Sunderland 1883	N-C.4.07 P.c.4.07 v.c.4.07					
16	Cie Française des Indes et de l'Extrême-Orient	✕	2 Tr. Exp. (7.07)	6	35 - 55 - 90 13 - 22 - 35.5 PS.11.06	55 22	275 1100 150	Cie de Constructions Navales Lyon 1903	H-K 8.07	✕	2 Sys	time Ni	clausse	14.24 153	362 3892	15 214	Niclausse & Co Paris 1903	H-K 8.07 v.c.8.07					
17	Deutsch Amerikanische Petroleum Gesellschaft	✕	Tr. Exp. (1.04)	3	56 - 89 - 147 22 - 35 - 58 PS.n.1.04	99 39	300 1250 75	Wallsend Slipway & Engineering Co L <sup>d</sup> Newcastle o/T.1888	Hbg 1.05	✕	2 C	4.19 13-9	3.22 10-7	6 58	173 1863	10.5 150 7-100	Blohm & Voss Hamburg 1892	Hbg 04 v.c.04					
18	Linea de Vapores Serra	✕	Comp. (6.01)	2	84 - 168 33 - 66	107 42	200 950	D. Rollo & Sons Liverpool 1881	Lvp. 1.05	✕	1 CD	4.27 14-0	5.03 16-5	6 113	10.50 -	5.62 80	D. Rollo & Sons Liverpool 1881	Lvp. 04 v.c.01					
19	« Pauline-Haubuss » Actien-Gesellschaft (E. Haubuss)	✕	Comp. (4.00)	2	45 - 78 17.7 - 30.7 PS.5.02	50 19.6	50 250 95	« Kette » Schiffswerft Uebigau b/Dresden 1894	.....	✕	1 C	3.03 9-11	2.90 9-6	2 30	2.80 1130	8 114	Nüsseke & Co Grabow a/O 1894	Stt. 02 v.c.00					
20	Dampfschiffahrts-Gesellschaft « Neptun »	✕	Comp. (10.05)	2	50 - 80 19.6 - 31.5 PS.n.05; v.6.07	55 21.6	65 260 110	Act.-Ges. Weser Bremen 1893	Stt. 6.07	✕	1 C	3.25 10-8	3.07 10-1	2 34	3.12 1292	120 100	Act.-Ges. Weser Bremen 1893	Hbg 10.05 v.c.10.05 P.c.10.05					
21	Moor Line L <sup>d</sup> (W. Runciman & Co, Newcastle o/T.)	✕	Triple (10.05)	3	66 - 107 - 173 26 - 42 - 68 PS.1.07	114 45	330 1500 65	W. Doxford & Sons L <sup>d</sup> Sunderland 1905	Card. 1.07	✕	2 C	5.03 16-6	3.43 11-3	6 124	11.51 5340	11.2 160 7-100	W. Doxford & Sons L <sup>d</sup> Sunderland 1905	N-C. 10.05					
22	Société Anonyme des Pêcheries à Vapeur	✕	Tr. Exp. (9.04)	3	29 - 48 - 78 11 - 19 - 31 PS. 9.04	50 20	60 400 132	Société Anon. Marcinielle & Couillet Couillet 1900	Av. 04	✕	1 C	3.27 10-9	3.00 9-10	2 29	2.70 1075	100 120	Riley Brothers Stockton 1900	Av. 04 v.c.04					
23	Rickmers Reismühlen, G.m.b.H.	✕	Comp. (6.04)	2	26 - 67 14.5 - 26.5 PS.6.00	42 16.5	40 160 140	Joh.C.Tocklenborg Geestemünde 1892	Wes 6.06	✕	1 C	2.63 8-7	2.85 9-4	2 21	1.96 702	65 121	Ottensener Eisenwerk Altona 1905	Hbg 1.05 v.c.04					
24	Messageries Fluviales de Cochinchine	✕	Comp. (9.9 8)	2	24.5 - 42.5 9.5 - 16.8	30 11.8	25 100 250	Brissonneau fils & A. Lotz Nantes 1898	.....	✕	1 C	1.30 4-3	1.95 6-5	1 17	1.60 430	40 100	Brissonneau fils & A. Lotz Nantes 1898	Nt. 98					



PER

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECK	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS			LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				U.	PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECK REPAIRS								
	DATE OF TERM																				
	1	2	3										4	5							6

•	25	PELION, Terras. (10.04)	■	3/3, L	1.1.	Glt 3 P-S	1728 1089 1352	Frç	83 V.04	A. M. Millan & Son Dumbarton	F; <i>hél</i> ; 7 comp; <i>spard</i> ; D. 15m; R. 23m; G. 10m; 1 p. F; 2 p. b.; grp. 04; rp. 05; car. 12.06.	78.54 257-8	11.19 36-9	6.90 22-8	.....	Marseille	Mrs. 12.06
•	26	PENDENNIS, ..... (9.94) Remorqueur.	12-3	—	—	Slp	47 33	Ang	81 0.94	W. H. Leeson Falmouth	C-Or-PP; ch. m-frg; sfb; grp. 93; SS. 94; rp-car. 11.96.	24.68 81-0	4.27 14-0	2.33 7-8	.....	London	Plm. 96
✠	27	PENDENNIS-WHITE, .... ELECTR. (4.06)	■	3/3, Lakes	1.1.	2 m 1 P-B	4382 3205	Amr	06	American Shipb. Co Cleveland	A; <i>hél</i> ; 4 comp; (WB. DB. & side tanks).	126.79 416-0	15.24 50-0	8.54 28-0	.....	Fairport	Clv. 4.06
•	28	PENFELD (ex-Redistribution), Aube. (1.00)	■	—	—	Glt	794 481 645	Frç	84 V.00	Raylton Dixon & Co Middlesbrough	F; <i>hél</i> ; 5 comp; <i>well</i> d.; (WB. cell. 253 t.); 1 p. F; grp. 91; rp-car. 1.00.	59.1 193-9	9.1 30-0	4.19 13-0	.....	Brest	Nt. 00
•	29	PÉNICHE-N°-1, ... (3.04)	■	3/3, I	1.1.	—	131	Frç	04	Desbois & Co Choisy-le-Roi	A; <i>hél</i> .	37.50 123-0	5.00 16-5	2.20 7-3	.....	Paris	Paris 04
•	30	PÉNICHE-N°-2, .... (3.04)	■	3/3, I	1.1.	—	131	Frç	04	Desbois & Co Choisy-le-Roi	A; <i>hél</i> .	37.50 123-0	5.00 16-5	2.20 7-3	.....	Paris	Paris 04
•	31	PENNSYLVANIA, Doxrud. ELECTR. (10.03)	■	3/3, A	1.1.	Bk 3 P-S	3343 2557	Amr	73 V.03	W. Cramp & Sons Co Philadelphie	F; <i>hél</i> ; 6 comp; <i>spard</i> ; 1 p. F; 1 p. S; 1 p. PP; grp. 91; rp-car. 10.03.	104.54 343-0	13.1 43-0	7.55 24-9	.....	New-York	S-F. 03
✠	32	PENYEARN, Mitchell Turret. — - 06 (3.06)	■	3/3, L A.&P.C.	1.1.	2 m	3710 2377 3133	Ang	06	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; D. 6m43; G. 10m90; (WB. cell. 829 t., C. R. 59 t.); rp-car. 4.07.	104.27 342-1	14.20 46-7	7.55 24-9	150 154 1/2	Falmouth	Card 4.07
✠	33	PERKOUN, Homan. ELECTR. Porteur. (10.99)	■	—	—	1 m	330	Rss	99	A. F. Smulders Rotterdam	A; <i>hél</i> ; 10 comp; 1 p. PP.	42.00 137-10	8.50 27-11	3.50 11-6	.....	Libau	Rd. 99
✠	34	PERU, Mackinnon (9.05)	■	3/3, A	1.1.	Glt 2 P-H	3528 2539 1829	Amr	92 V.05	Union Iron Works San-Francisco	A; <i>hél</i> ; 6 comp; <i>awning</i> d; 1 p. A; 1 p. P; car. 2.07.	102.41 336-0	13.94 45-9	8.38 27-6	.....	New-York	S-F. 2.07
✠	35	PERU, Finnis. (1.07) ELECTR.	■	3/3, P A.&C.P	1.1.	2 m	733 400 615	Arg	06	Bow, Mc Lachlan & Co Ld Paisley	A; 2 <i>hél</i> ; 5 comp; G. 6m70; (WB. C. R. 28 t.; C. A. 51 t.); 1 p. A.	64.46 211-6	10.41 34-2	3.30 10-10	26 27 29	Buenos-Aires	Elsg. 1.07
✠	36	PERVENCHE (ex-Saturn), ELECTR. .... (9.03)	■	3/3, G	1.1.	2 m	366 199 266	Frç	83 V.03	Möller & Holberg Stettin	F; <i>hél</i> ; 4 comp; <i>well</i> d.; 1/2 D. 11m80; R. 10m; G. 6m50; (WT. calc N. 7m42; 100 t.); p. P; rp-car. 4.07.	41.95 137-8	6.92 22-8	3.53 11-7	.....	Le Havre	Hv. 4.07

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION, DATE OF CERTIFICATE	CYLINDERS			HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY OF BOILERS					
				NUMBER	DIAMETERS							Diamet.   Length	NUMBER	IN sq. meters IN sq. feet									
					IN CENTIMETERS IN INCHES	STROKE in centim. in inches									IN METERS IN FEET AND INCHES				IN sq. meters IN sq. feet				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
25	Cie Marseillaise de Na- vigation à Vapeur (Fraissinet & Co)	•	Comp. (10.04)	2	93-160 37-63 PS. n. 9.04	122 48	375 1500 64	Denny & Co Dumbarton 1882	Mrs. 04	✠	2 C	4.50 14-9	3.38 11-1	6	15.00 161	401 4316	6.3 89 6.3-89	Ateliers de Pro- vence Marseille 1904	Mrs. 04 v.c. 04 P.C. 04				
26	Tilbury Dredging Co	•	Comp. (9.94)	2	35.5-63.5 14-25	37 14.5	32 85	Sara & Burgess Penryn 1888	.....	•	1 C	2.59 8-6	2.67 8-9	2			5.62 80	Newall Bristol 1888	Plm. 96 v.c. 94				
27	Mitchell & Co	✠	Triple (4.06)	3	53-85-145 21-33.5-57	107 42	1440 83	American Shipb. Co Cleveland 1906	Civ. 4.07	✠	2 C	3.81 12-6	3.66 12-0	4	7.81 84	397 4484	12.6 180	American Shipb. Co Cleveland 1904	Civ. 4.06				
28	Chevillotte frères	•	Comp. (1.00)	2	65-122 25.6-48	84 33	100 400 70	Blair & Co Stockton-on-Tees 1884	.....	•	1 C	4.27 14-0	3.05 10-0	3	5.55 59	162 1742	5.62 80 5.6-80	Ateliers & Chantiers de la Loire Nantes 1898	Nt. 00 v.c. 00				
29	Sté des Bateaux Auto- moteurs du Centre	•	à pilon (3.04)	1	20 8	30 12	20 200	Valette Paris 1904	Paris 04	•	Gazo	gène ve	rtical	..	..	..	.....	.....	Paris 04				
30	Sté des Bateaux Auto- moteurs du Centre	•	à pilon (3.04)	1	20 8	30 12	20 200	Valette Paris 1904	Paris 04	•	Gazo	gène ve	rtical	..	..	..	.....	.....	Paris 04				
31	International Mercantile Marine Co	•	Tr. Exp. (11.03)	3	84.4-91.4-152.4 23-36-60 PS. 10.03	91.4 36	250 1000	Wm Cramp & Sons Philadelphie 1891	.....	•	1 C	4.57 15-0	3.58 11-9	3	4.55 49	11.2 160 5.6-80	Wm Cramp & Sons Philadelphie 1891	S-F. 03 v.c. 03					
32	R. B. Chelley (à Truro)	✠	Triple (3.06)	3	66-107-173 26-42-68 PS. 4.07	107 42	313 1350 62	W. Doxford & Sons Ld Sunderland 1906	Card. 4 07	✠	2 C	4.80 15-9	3.35 11-0	6	10.12 103	455 4906	11.2 100 7-100	W. Doxford & Sons Ld Sunderland 1906	N-C.3.06				
33	Gouvernement Impérial de Russie	✠	Comp. (10.99)	2	38-76 15-30	40 16	50 250 140	A. F. Smulders Rotterdam 1899	.....	✠	1 C	2.90 9-6	3.20 10-6	2	3.50 38	90 968	8.25 117	A. F. Smulders Rotterdam 1899	Rd. 99				
34	Pacific Mail Steamship Co	✠	Tr. Exp. (9.05)	..	71-112-178 28-44-70 PS. 9.05	122 48	2600	Union Iron Works San-Francisco 1892	S-F. 8.05	✠	6 C	3.89 12-7	3.50 11-6	12	27.34 294	11.2 160	Union Iron Works San-Francisco 1892	S-F. 05 P.C. 05 v.c. 05					
35	N. Mihanovich & Co	✠	2 Triple (1.07)	6	28-46-76 11-18-30	56 22	90 720 150	Bow, Mc Lachlan & Co Ld Paisley 1906	Glsg. 1.07	✠	2 C	3.50 11-6	3.05 10-0	2	7.80 84	234 2516	13 185	Bow, Mc Lachlan & Co Ld Paisley 1906	Glsg. 1.07				
36	Worms & Co	•	Comp. (9.03)	2	45-78 17.7-30.7 PS. n. 12.05	52 20.5	50 200 90	Möller & Holberg Stettin 1883	Hv. 4.07	✠	1 C	3.00 9-10	2.55 8-4	2	3.00 32	73 785	6 85 6-85	Caillard & Co Le Havre 1902	Hv. 4.07 v.c. 03				

N°	NOM DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	DATE DU TERME	CLASSIFICATION	GRÈEMENT NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATERIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	HAUTEUR EN MÈTRES EN PIEDS & POUCES	Poids HAUT. H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE dela VISITE DERNIERE
37	PERVI, <i>Ruhe.</i> (6.99) ELECTR. Hopper Dredger.		I	—	1 m	257 533	Rss	99	W. Simons & Co Ltd Renfrew	A; 2 hél; 6 comp; R. R. 1m82; G. 6m09; 1 p. PP.	50.20 165-0	10.71 35-2	3.79 12-5	==	St-Peters- bourg (18.9)
38	PERWIE, <i>Theiland.</i> (12.05)		II	3/3, G 1.1. A.&C.P.	1 P-B	238 314	Dan	83 V.06	Kockums Mek. Werkstad Malmö	A; hél; 5 comp; D. 14m63; G. 5m80; (WT. 110 t; C.R. 10 t.); p. P; rp. 06; car. 5.07.	45.3 148-8	7.2 23-8	3.81 12-6	.....	Copenhagen (Cph. 8.0)
39	PETER-MÖRCH (ex-Jylland, Kilowsky. (1.05) 02-05		I	3/3, L 1.1.	2 P-B S	1417 879 98	Rss	73 V.05	Norddeutsche Schiffswerft Kiel	F; hél; 6 comp; spard; (WT.); 2 p. S; grp. SS. 92; rp. 05; car. 2.07.	71.21 233-8	9.44 31-0	5.40 24-7	.....	St-Peters- bourg (Card. 2.07)
40	PETER-SMITH, ..... Tag. (9.99)		I	—	—	161 109	Amr	63 rc99	W. Simons & Co Renfrew	F-B; hél; 3 comp.	35.35 116-0	5.49 18-0	2.80 9-6	.....	Cleveland (Clv. 9.9)
41	PETER-WHITE, ..... ELECTR. (9.05)		I	3/3, 1.1 Lakes	2 m	6184 4931	Amr	05	Great Lakes Engin- eering Works Detroit (Mich.)	A; hél; 4 comp; 1 p. A.	153.57 504-0	16.46 54-0	9.14 30-0	.....	Fairport (O.) (Clv. 9.05)
42	PETROLEA, <i>Schack.</i> (9.04) ELECTR. Petrol. in bulk.		I	3/3, G 1.1. A.&C.P.	1 m	480 241 38	Dan	04	Kjöbenhavns Skibs- værft Copenhagen	A; hél; 13 comp; D. 16m; G. 5m71; (WB. E. 10 t.; C. N. 27 t.; C. R. 19 t.); 1 p. A; car. 8.07.	47.47 155-9	8.46 27-9	3.66 12-0	18 1/2 20 22	Copenhagen (Cph. 8.0)
43	PETSCHORA, <i>Sundberg.</i> (10.99)		II	—	—	135 47 102	Sds	99	Allsup & Co Preston	A; aubes; 4 comp.	33.52 110-0	6.15 20-3	1.72 5-8	.....	Sundsvall (Lvp. 9.9)
44	PHARAOH-II, <i>Helle.</i> (9.04) ELECTR. Brague.		I	3/3, R 1.1 A.&C.P.	1 m	540	Egp	04	A. F. Smulders Rotterdam	A; 3 hél; 10 comp; (WB. N. & R. 70 t.); 1 p. A.	51.00 167-4	9.00 29-6	3.50 11-6	.....	Port-Said (Rd. 04)
45	PHREDA, <i>Mulder.</i> (8.06)		I	3/3, L 1.1 A.&C.P.	2 m	2621 1699 24.1	P-B	06	Bonn & Mees Rotterdam	A; hél; 6 comp; R. 20m32; G. 9m07; (WB. cell. 645 t.); car. 7.07.	92.96 305-0	13.56 44-6	7.21 23-8	51 1/2 55 57	Rotterdam (Rd. 7.0)
46	PHILIPPEVILLOIS (ex- Hercès), <i>Sparado.</i> (1.06)		I	3/3, P 1.1	—	82 20 80	Frq	88 V.06	Baird & Barnsley South-Shields	F; hél; 3 comp; car. 5.07.	24.61 80-9	5.22 17-2	2.71 8-11	.....	Philippeville (Cus. 5.0)
47	PHOEBUS, <i>Schierhorst.</i> ELECTR. 84-03 (5.07) Petroleum in bulk.		I	3/3, L 1.1	2 m	6268 2638 586	Alm	02 V.07	David J. Dunlop & Co Port-Glasgow	A; hél; 16 comp; hurricane.; (WB. & 3m65; R. N. 4m87; G 12m50; (WB. E. 250 tons; C.N. 48 t; C.R. 80 t.); rp.05; car. 5.07.	127.60 418-8	16.22 53-4	8.84 29-0	.....	Hamburg (Hbg. 5.07)
48	PHRA-XANG, <i>Von Man- gelsdorf.</i> (3.99)		I	—	—	1603 1021 1472	Alm	90 V.99	Fairfield Co Glasgow	A; hél; 6 comp; R. R. 10m97; R 5m48 & 3m65; R. N. 4m87; G 12m50; (WB. cell. 252 t; C.R. 16 t; C.A. 24 t); 1 1/2 p. A; rp. 94; car. 1.02.	82.40 270-5	11.27 37-0	6.60 21-8	==	Bremen (H-K. 02)

N B — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES					
ARMATEURS		SURVEILLANCE SPECIALÉ		TYPE		DATE DU CERTIFICAT		CYLINDRES		CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE		SURVEILLANCE SPECIALÉ		TYPE		ENVELOPPE		FOYERS		CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES	
								DIAMÈTRES — EN CENTIMÈTRES EN POUCES		COURSE des pistons cent. pouces		LIEU & ANNÉE de CONSTRUCTION						Diamétr.   Long.		NOMBRE		LIEU & ANNÉE de CONSTRUCTION			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44
37 The Eastern Chinese Railway Co	✠	2 Comp. 5.99	4	51 - 102 20 - 40	61 24	98 800-100	Wm Simons & Co Ltd Renfrew 1899	.....	✠	2 C	3.58 11-9	3.95 10-0	4	7.80 84	205.49 2311	8.4 120	Wm Simons & Co Ltd Renfrew 1899	Glsgr. 99							
38 Dampskibs Selskabet « Thore » (Th. E. Tu- lenius)	.	Comp. (12.05)	2	51 - 84 20 - 33 PS. n.05, v.5.07	51 20	60 240	Kockums Mek. Werkst. Malmö 1883	Cph. 5.07	.	1 C	3.12 10-3	2.94 9-8	2	2.98 32	95 1020	5.27 75 2.8-40	Kockums Mek. Werkst. Malmö 1883	Cph. 5.07 P.C. 1.07 v.c. 2.06							
39 Northern Steamship Co	.	Comp. 1.05	2	81 - 132 32 - 32 PS. 2.07	91.4 35	125 500-65	Schweffel & Howaldt Kiel 1873	Card. 2.07	.	2 C	3.15 10-4	2.94 9-8	4	5.57 60		4.57 65 5.6-80	Helsingörs Maskin- byggeri Elseneur 1892	Ld. 1.06 v.c. 1.05 P.C. 4.06							
40 Boutell Transport & Towing Co	.	Comp. à clocher (9.99)	4	38 - 56 15 - 22	56 22	350 105	W. Simons & Co Renfrew 1861 re. Cleveland 1899	.....	.	1 C	3.66 12-0	3.96 13-0	3	4.65 50	181 1950	7.7 110	Central Iron Works Detroit 1888 re. 1899	Civ. 99 v.c. 99							
41 Presque Isle Transp Co	✠	Triple (9.05)	3	58 - 94 - 160 24-37-63	107 42	1650	Great Lakes Engin- eering Co Detroit 1905	Civ. 9.05	✠	2 C	4.60 14-9	3.66 12-0	6	11.25 121	520 5594	12.2 175	Lake Erie Boiler Works Buffalo 1905	Civ. 9.05							
42 Det Danske Petroleum Aktieselskab	✠	Tr. Exp. (9.04)	3	33 - 52 - 85 13-20.5-33.5 PS. 8.07	53 21	72 400-120	Kjöbenhavn's Skis- værkt Copenhagen 1904	Cph. 8.07	✠	1 C	3.81 12-6	3.25 10-8	2	3.83 41	124 1330	12.6 180 7-100	Kjöbenhavn's Skis- værkt Copenhagen 1904	Cph. 04							
43 Trävaru Aktiebolaget « Petschora »	✠	Comp. (10.99)	2	41 - 97 16 - 35	91 36	60 300-45	Allsup & Co Preston 1899	.....	✠	1 C	2.90 9-6	2.67 8-9	2	2.98 32	74 703	8-4 120	Allsup & Co Preston 1899	Lvp. 99							
44 Cie Universelle du Canal de Suez.	✠	3 comp. 9.04	10	38 - 76 15 - 30	40 16	750 150	A. F. Smulders Rotterdam 1904	Rd. 04	✠	2 C D	3.27 10-9	5.27 17-4	8	12.92 139	380 4086	8.3 118	A. F. Smulders Rotterdam 1904	Rd. 04							
45 van Nievelt, Goudriaan & Co's Stoomvaart Maatschappij	✠	Tr. Exp. (8.06)	3	58 - 66 - 157 23-26-62	99 39	1200 70	Koninkl. Maat- schappij de Schelde Flessingue 1906	Rd. 8.06	✠	2 C	4.35 14-3	3.05 10-0	6	10.00 108	333 3586	11.2 160 7-100	Koninkl. Maat- schappij de Schelde Flessingue 1906	Rd. 8.06							
46 J. Cordina & Co	.	Comp. (1.06)	2	36 - 57 14-22.5	41 16	100	..... South-Shields 1888	Philv. 1.06	.	1 C	2.40 7-10	2.40 7-10	2	0.81 9		5 71	..... South-Shields 1888	Philv. 1.06 v.c. 1.06							
47 Deutsch-Amerikanische Petroleum-Gesell- schaft.	.	Tr. Exp. (5.07)	3	74 - 122 - 198 29-48-78 PS. 7.06	137 54	3300 75	David J. Dunlop & Co Port-Glasgow 1902	Hbg 5.07	.	3 C D	4.42 14-6	5.24 17-2	18	29.30 315	1022 1106	12 170 12-170	David J. Dunlop & Co Port-Glasgow 1902	Hbg 5.07 v.c. 5.07 v.c. 5.07							
48 Norddeutscher Lloyd	✠	Tr. Exp. (3.99)	3	56 - 91.4 - 145 22-36-57	107 42	250 1350-82	Fairfield Co Glasgow 1890	.....	✠	2 C	4.10 13-6	2.94 9-8	6	10.40 112	316 3998	10.8 135 11-155	Fairfield Co Glasgow 1890	H-K. 02 v.c. 99							



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD (SUMMER WINTER W.N.A. in inches)	PORT		LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.			U.	PORT OF BUILDING	PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	IN METERS					OF REGISTRY		
	DATE OF TERM												IN FEET & INCHES										
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18					
✠	49	PHRYGIE, <i>Mitrecey.</i> ELECTR. 97-06 (12.06)	I	3/3, L	1.1.	2 m 3 P-S	3809 2436 3219	Frç	06	Gourlay Bros. & Co Ld Dundee	A; <i>hél</i> ; 7 comp.; <i>spard</i> ; D. 14m93; R. 42m80; G. 16m70; (WB. cell. 659 t; C. R. 12 t.); 2 p. A.	109.08 357-10	13.43 44-1	7.91 25-11	.....	Marseille	6. sg. 12.06						
✠	50	PHU-YEN, <i>Ducroisset.</i> (11.06)	I	3/3, L	1.1.	2 m 2 P-S	2140 1298 1611	Frç	02 V.06	Craig, Taylor & Co Stockton-on-Tees	A; <i>hél</i> ; 6 comp.; <i>spard</i> ; D. 8m80; R. 23m78; G. 10m30; (WB. cell. 373 t; C. R. 15 t; C. N. 72 t.); rp-car. 8.06.	82.33 270-1	11.72 38-6	6.08 19-11	57 59 61	Saigon	H-K. 11.06						
.	51	PIERRE-FRANÇOIS ( <i>ex- Electra</i> ), <i>Geneau.</i> (12.06) Chalutier.	II	3/3, P	1.1	Kt	109 93	Frç	86 V.06	Cook, Welton & Gem- mell Hull	F; <i>hél</i> ; 4 comp.; 1 p. b; rp-car. 12.06.	27.44 90-0	8.65 28-4	3.22 10-7	.....	Dieppe	Hv. 12.06						
.	52	PILOTE, ..... (3.07) Canot Autom.	II	3/3, Y	1.1.	—	47 23 46	Frç	07	Stés des Vedettes Au- tomobiles Juvisy	A; <i>hél</i> .	10.50 34-6	2.20 7-3	1.30 4-3	.....	Juvisy	Par. 3.07						
.	53	PIONEER, <i>Jenkins.</i> (6.02) Barge. (3/3, P. 1.1.)	12	...	..	Barge	725 433 563	Ang	02	Bowden Porthleven	C-PP; ch. frg; sfb.	19.05 62-6	5.54 18-2	1.72 5-8	.....	Truro	Flm. 02						
✠	54	PLANET, <i>Pensky.</i> (8.07)	I	3/3, G	1.1.	Glt 1 P-B	688 518 629	Alm	81 V.07	Rostocker Act.-Ges. f. Schiff. & Masch. bau Rostock	F; <i>hél</i> ; 5 comp; G. 7m93; (WT. cale N. 8m84, 200 t.); 1 p. F; rp-car. 8.07.	56.90 186-7	7.84 25-7	4.66 15-3	.....	Bremen	Wes. 8.07						
✠	55	PLANET, ..... (9.95)	I	—	—	Glt 1 P-B	5579 3547 4808	Alm	83 V.95	F. Schichau Elbing	F; <i>hél</i> ; 5 comp; D. 14m20; R. 13m10; G. 20m75; G. 7m77; (WT. cale N. 235 t; C. R. 10 t; C. N. 15 t.); p. P; rp-car. 10.98.	56.75 186-3	8.0 26-3	5.22 17-5	.....	Königsberg	Gls. 9.98						
✠	56	PLATA, <i>Nicolai.</i> (9.07) ELECTR.	I	3/3, L	1.1.	2 m 3 P-A	1159 709 890	Frç	07	London & Glasgow Shipb. Co (Ld) Glasgow	A; 2 <i>hél</i> ; 10 comp; <i>shelterd</i> . D. 12m80; R. 47m50; G. 13m70; (WB. cell. 574 t).	128.01 420-0	15.29 50-2	7.24 23-9	37 42	Marseille	Gls. 9.07						
✠	57	PLUTO, <i>Bos.</i> (9.05) ELECTR.	I P.B.	3/3, L	1.1.	2 m 2 P	543 380 441	P.B	05	Mij voor Scheeps- bouw Rotterdam	A; <i>hél</i> ; 6 comp; D. 20m73; R. 17m98; G. 7m93; (WB. cell. 213 t.); 1 p. A. 1 p. PP; ear. 11.07.	69.49 228-0	9.75 32-0	5.62 18-5	.....	Amsterdam	Am. 11.07						
✠	58	PLUTO, <i>Sjöstrand.</i> (3.05)	II P.R.	3/3, G	1.1.	Glt	42 22 32	Sds	91 V.05	Kockums Mck. Workstad Malmö	A; <i>hél</i> ; 5 comp; R. 11m50; G. 4m60; (WB. R. 50 t; E. & B. 50 t; C. N. 20 t; C. R. 10 t.); 1 p. A; rp. 07; ear. 7.07.	50.00 164-0	7.90 26-0	4.39 14-5	.....	Halmstad	N-C. 7.07						
✠	59	PLUVIER, ..... (1.00)	III	—	—	Chl	278 119	Frç	00	A. Dubigeon Nantes	A; <i>hél</i> ; R. 4m45.	22.31 73-3	4.05 13-4	1.52 5-0	.....	Saigon	Nt. 00						
✠	60	POBJEDA, <i>Röhling.</i> (6.05)	I	3/3, P	1.1.	1 m 1 P-B	278 119	Alm	05	G. Fechter Königsberg	A; <i>aub</i> ; 6 comp; rp. 05.	53.11 174-3	6.43 21-1	2.41 7-11	.....	Königsberg	Cnst. 9.05						

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS	SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY
		DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal indicated revolutions	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION				
				DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES						Diamet.		Length	NUMBER			grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
49	Cie de Navigation Mar- caïne et Arménienne (N. Paquet aîné & Co)	✠	Triple (12.06)	3	66 - 105 - 173 26 - 41.5 - 68	114 45	428 2650 84	Gourlay Bros. & Co Ld Dundee 1906	Glsq. 12.06	✠	4 C	4.42 14-6	3.35 11-0	12	22.57 243	730 7855	19.6 160 6.3-90	Gourlay Bros. & Co Ld Dundee 1906	Glsq. 12.06	
50	Cie Française de Cabo- tage des Mers de Chine	✠	Tr. Exp. (11.06)	3	51 - 84 - 137 20 - 33 - 34 PS. 11.05	99 39	160 1220	North-Eastern Mar. Engin. Co Ld Sunderland 1902	H-K. 11.06	✠	2 C	4.11 13-6	3.20 10-6	6	9.19 99	340 3654	12.6 180 5.6-80	North-Eastern Mar. Engin. Co Ld Sunderland 1902	H-K. 11.06 P.C. 11.06 v.c. 11.06	
51	E. Douville	.	Comp. (12.06)	2	35 - 65 14 - 25.5 PS. 12.06	50 20	180	Cook, Welton & Gemmell Hull 1886	Hv. 12.06	.	2 C	2.60 8-6	2.70 8-10	2	2.46 26		6 84	Cook, Welton & Gemmell Hull 1886	Hv. 12.06 v.c. 12.06	
52	Sté des Vedettes Auto- mobiles	.	Moteur à pétrole Mietz & Weiss		3 cyl. 22 chv.			..... New-York	.....	.	.....	Mietz & Weiss 3 cyl.	Petrol 22 HP.					..... New-York	.....	
53	Tiuro Steam Barge Cy (S. J. Ingram)	.	Comp. (8.02)	2	25 - 46 10 - 18	36 14	17 90 120	Arthur & Son Newport 1902	.....	.	1 C	2.13 7-0	2.13 7-0	1	1.11 12	39.69 330	8.43 120	Plenty & Son Newbury 1900	Fim. 02	
54	Dampfschiffahrts-Ge- sellschaft « Neptun »	✠	Tr. Exp. (8.07)	3	32 - 55 - 87 12.7 - 21 - 34.5 PS. 8.07	61 24	64 300 95	Helsingörs Maskin Byggeri Elseneur 1898	Wes. 8.07	✠	1 C	3.35 11-0	3.11 10-2	2	2.79 30	95 1022	11.95 170 7-100	Helsingörs Maskin Byggeri Elseneur 1898	Wes. 8.07 P.C. 8.07 v.c. 8.07	
55	Königsberger Dampfer Cie	✠	Comp. (11.95)	2	56 - 103 22 - 42.5	60 23.6	85 340 70	F. Schichau Elbing 1883	.....	✠	C	2.27 7-6	2.46 8-1	2	4.64 50	132 1430	5.97 85	F. Schichau Elbing 1883	Stt. 98 v.c. 95	
56	Sté Générale de Trans- ports Maritimes à Vapeur	✠	2 Triple (9.07)	6	60-102-163 23.5-40-64	107 42	820 3800 92	London & Glasgow Eng. Co Ld Glasgow 1907	Glsq. 9.07	✠	6 C	4.03 13-3	3.58 11-9	18	26.04 280	1125 12114	12.6 180 7-100	London & Glasgow Eng. Co Ld Glasgow 1907	Glsq. 9.07	
57	Koninklijke Nederland- sche Stoomboot Mij	✠	Tr. Exp. (9.05)	3	45 - 71 - 114 17.5 - 28 - 45	91 36		Mij voor Scheeps- bouw Rotterdam 1905	Rd. 9.05	✠	2 C	3.35 11-0	2.95 9-8	4	6.42 69	217 2330	11.2 160 8.4-120	Mij voor Scheeps- bouw Rotterdam 1905	Rd. 9.05	
58	Ångfartygs Aktiebolaget « Verdandi » (C. J. F. Dillberg)	✠	Tr. Exp. (3.05)	3	35.6 - 56 - 96.5 14 - 22 - 38 PS. 4.02	61 24	190 400	Kockums Mek. Werkstad Malmö 1891	Mlm. 3.05	✠	1 C	3.50 11-8	3.01 9-11	2	3.80 41		11.2 160 5.6-80	Kockums Mekan. Werkstad Malmö 1891	Mlm. 3.05 v.c. 3.05 P.C. 3.05	
59	Messageries Fluviales de Cochinchine	.	Comp. (1.00)	2	21 - 37 8 - 15	25 10	20 80 280	Brissonneau fils & A. Lotz Nantes 1900	.....	.	1 C	1.52 5-0	1.50 4-11	1	1.28 14	33.09 355	7 100	Brissonneau fils & A. Lotz Nantes 1900	Nt. 00	
60	Union Gieserei	✠	Tr. Exp. (6.05)	3	39 - 59 - 97 15 - 23 - 38	125 49.5		Union Gieserei Königsberg 1905	Kngb. 6.05	✠	2 C	2.74 9-0	3.08 10-1	4	6.12 66	189 2034	13.5 219	Union Gieserei Königsberg 1905	Kngb. 6.05	

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GREEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS		LONGUEUR	LARGUEUR	CREUX	FRANC BOULE ET HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU de LATE dela DERNIERE VISITE			
	DATES DE BÂTIM. DU CAPITAINE DE SON COMMANDEMENT ACTUEL					T.	R.				PORT DE CONSTRUCTION								EN PIEDS & POUCES		
	IATI DU TERME																				
	1	2	3																		4
	61	POITOU (ex-Soembing), Hermieu (9.03) ELECTR.	I	3/3, L	1.1.	Glt 3 P	2026 1803	Frc	83 V.03	Maatschappij de Schelde Flessingue	F; hêt: 6 comp; D. 480 t; G. 105 t; R. 457 t; WB. E. B. 150 t; 1 p. F; 1 p. T; 1 p. P; rp. 03; car. 1.07.	99.38 326-1	11.24 36-11	7.80 25-7	.....	Marseille	Mrs 1.07				
✝	62	POLCIRKELS, Ström. ELECTR. Turret. (4.07)	I P.R.	3/3, G	1.1.	Glt 1 P-B	1927 1490	Sds	07	Lindholmens Mek. Werkstad Gothembourg	A; hêt: 5 comp; D. 45m85; G. 37m40; WB. cell. 1492 t; C. R. 54 t; C. A. 221 t.; 1 p. A; rp-car. 9.07.	88.88 291-8	12.15 39-11	6.00 19-8	46 49½ 51½	Stockholm	N-C.9.07				
✝	63	POLJUS, Francis. (4.97)	I	—	—	Glt	976 577 743	Rss	97	R. & W. Hawthorn, Leslie & Co Hebburn o/T.	A; 2 hêt: 6 comp; D. 7m32½; D. 10m36; R. 11m58; G. 9m75; (WB. cell. 245 t.; C. A. 30 t.); 1 p. A.	68.57 225-0	9.75 32-0	3.76 12-4	.....	Astrakhan	N-C. 97				
✝	64	POLLUX, Tegner. (6.05) 76-01	I	3/3, G	1.1.	Glt 2 P-S	906 698 892	Sds	83 V.05	Motala filial Lindhol- men Gothembourg	A-F; hêt: spard; 6 comp; WB. 285 t.; 1 p. F; 1 p. P; rp-car. 9.07.	57.6 189-0	8.7 28-6	4.27 21-0 14-0	60½ 64½	Uddevalla	L.d. 9.07				
✝	65	POLYMITIS, Vlassopou- Turret. los. (3.97)	I	3/3, L	1.1.	Glt 1 P-B	3431 2192 2883	Glt	98 V.07	Wm Doxford & Sons Ld Sunderland	A; hêt: 7 comp; D. 11m42; G. 10m81; (WB. cell. 605 t.; cale 735 t.; C. R. 85 t.); p. A; rp.02; car.6.07.	102-10 335-0	14.05 46-1	7.35 24-1	140 144½	Ithakos	Card 6.07				
	66	POMARON (ex-Charles-An- derson), Stevenson (6.06)	III	3/3, A	1.1.	Glt 2 P-B-S	1442 892 1421	Ang	72 V.06	Wigham Richardson & Co Newcastle o/T	F; hêt: 5 comp; spard; WB. A. & R.; grp.02; rp-car.6.06.	77.11 253-0	10.10 33-2	6.90 22-7	70 73 75	Cardiff	Nt. 6.06				
	67	POMMERSCHER-GREIF, Wohlmut. (4.07)	II	3/3, P	1.1.	Glt 1 m	209 123 180	Aim	98 V.07	Kroll & Eulert Memel	F; 2 hêt; rp-car.11.07.	45.00 147-8	6.00 19-8	2.60 8-6	.....	Cammin	Stt.11.07				
✝	68	POMONA, Swanson. (1.03)	I	3/3, G	1.1.	Glt 2 P-A	1264 951	Amr	88 V.03	Union Iron Works San-Francisco	A; hêt: 7 comp; eveningd; 2 p. P; rp- car. 9.03.	68.6 225-0	10.15 33-5	4.88 16-0	.....	New York	S-F.9.03				
✝	69	POMONA, Bouzet. (10.04)	I P.R.	3/3, L	1.1.	Glt 2 P	789 176 608	P.B	96 V.04	Rykée & Co Rotterdam	A; hêt: 5 comp; G. 6m10; R. 14m02; (WB 200 t.; 1 p. A; 1 p. PP; car.1.07.	60.96 200-0	9.14 30-0	4.72 15-6	.....	Amsterdam	Am.1.07				
	70	PONGA, Aström. (7.01)	II	—	—	Glt 1 m	150 86 132	Rss	01	Sandvikens Skepps- doeka Helsingfors	A; hêt: 5 comp; R. 5m15; ½ G. 4m65; (WB. C. A. 17 t.; R. 13 t.)	29.15 95-8	6.12 20-1	3 19 10-6	.....	Archangel	Hlsf. 01				
✝	71	PONTON-BIGUE-DE-60- TONNES,..... (1.06) ELECTR.	I	3/3, R	1.1.	—	398	Egp	06	Dayd & Pillé Creil	A; 26 comp; R. 10m; (cale à eau, 10 t.); 1 p. PP.	30.00 98-5	15.00 49-3	2.00 6-7	.....	Port-Saïd	Mrs.1.06				
✝	72	PONTON-DRAQUE-A-60- BETS,..... (2.06)	I	3/3, I	1.1.	—	45	Frc	06	de la Brosse & Fou- che Nantes	A; 3 comp.	19.00 62-4	4.50 14-9	1.75 5-9	.....	St-Louis	Nt. 2.06				



ARMATEURS				MACHINES										CHAUDIÈRES											
		SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons		Force nominale	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION	CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES		
19	20		21	22	23	DIAMÈTRES	EN CENTIMÈTRES EN POUCES	24	25	26	LIEU & ANNÉE de CONSTRUCTION	27	28	29	30	Diamèt.	Long.	31	32	33	34	35	36	37	38
61	Sté Générale de Trans- ports maritimes à Va- peur	.	Qu. Exp. (9.03)	4	53-76-109-160 PS. 9.03	91.4	36	1600 67	Koninklijke Maat- schappij « de Schelde » Flessingue 1893	.....	. 2 CD	3.35 11-0	4.47 14-8	S	10.34 122	284 3050	14 200	Koninklijke Maat- schappij « de Schelde » Flessingue 1893	Mrs. 9.03 v. c. 03						
62	Trafik-Aktie Bolaget Grangesberg-Oxelö- sund (P. Tham)	✕	Triple (4.07)	3	55-90-149 21.5-35.5-58.5	91	36	900 78	Lindholmens Mek. Werkstad Göteborg 1907	Got. 4.07	✕ 2 C	4.00 13-2	3.20 10-6	G	9.66 104	312 3340	12.6 180	Lindholmens Mek. Werkstad Göteborg 1907	Got. 4.07						
63	Eastern Carrying, Insu- rance, Storing & War- rant Co	✕	2 Tr. Exp. (4.97)	6	29-46-76 11.5-18-30	51	20	110 550 134	Ross & Duncan Glasgow 1897	.....	✕ 2 C	3.05 10-0	3.15 10-4	4	6.31 68	173 1860	11.9 170	Ross & Duncan Glasgow 1897	N-C. 97						
64	Rederi-Aktiebolaget « Avena » (C. Thorburn)	.	Comp. (6.05)	2	62-114 24.3-45 PS. 6.05	64	25.2	110 400 78	Motala Mekan. Verkstad Motala 1883	Ld. 9.07	✕ 1 C	3.64 11-11	3.29 10-10	3	5.35 58	150 1620	5.6 80	Kockums Mekan. Verkstad Malmö 1894	Ld. 9.07 p. c. 9.07 v. c. 6.05						
65	Othlon A. Stathatos	✕	Tr. Exp. (1.03)	3	63-102-168 24.5-40-66 PS. c. 06; v. 6.07	114	45	260 1250 60	Wm Doxford & Sons Ld Sunderland 1898	Card. 6.07	✕ 2 C	3.96 13-0	3.50 11-6	4	7.62 82	317 3419	11.2 160	Wm Doxford & Sons Ld Sunderland 1898	Pir. 3.07 p. c. 3.07 v. c. 3.07						
66	Lindens S. S. Co Ld	.	Comp. (6.06)	2	76-145 30-57 PS. 6.06	91.4	36	147 58	J. Dickinson Sunderland 1880	Nt. 6.06	. 1 C	4.88 16-0	3.35 11-0	4	6.88 74	216 2323	5.62 80	J. Dickinson Sunderland 1882	Nt. 6.06 v. c. 6.06						
67	Stettin-Bredower Port- land Cementfabrik A. G.	.	2 Comp. 4.07	4	27-47 10.6-18.5 PS. 11.07	28	11	220 180	Kroll & Eulert Memel 1898	Stt. 11.07	. 1 C	2.60 8-6	2.70 8-10	2	2.40 26	72 775	10 142	L. Zobel Bromberg 1898	Stt. 11.07 v. c. 4.07						
68	Pacific Coast Co	.	Tr. Exp. (1.03)	3	58-86-142 23-34-56 PS. 1.03	91.4	36	1100	Union Iron Works San-Francisco 1888	S-F. 9.05	. 2 C	3.55 11-8	3.50 11-6	6	-	-	11.2 160	Moran Bros Seattle 1900	S-F. 9.05 v. c. 03						
69	Koninklijke Neder- landsche Stoomboot Maatschappij	✕	Tr. Exp. (10.04)	3	38-63-102 15-25-40 PS. 7.06	91	36	120 575 70	Maatschappij « de Maas », Rotterdam 1896	Am. 7.06	✕ 1 C	4.27 14-0	3.10 10-2	3	5.57 60	181 1950	11.2 160	Maatschappij « de Maas », Rotterdam 1896	Am. 04 v. c. 04 p. c. 04						
70	The Onega Wood Com- pany (St-Petersburg)	.	Comp. (7.01)	2	35-66 13.7-26	35	13.7	220 180	Sandvikens Meka- niska Verkstad Helsingfors 1901	.....	. 1 C	2.68 8-10	3.20 10-6	2	5.00 54	84 904	8 114	Sandvikens Meka- niska Verkstad Helsingfors 1901	Hlsf. 01						
71	Cie Universelle du Canal Maritime de Suez	✕	Ord. (1.06) pr l'appareil de levage seu-	2	27-27 10.5-10.5	30	12	110 160	Daydé & Pillé Creil 1906	Mrs. 1.06	✕ 1 C	2.00 6-7 for lifting	2.85 9-4 purposes only	1	1.48 16	48 513	8 114	Daydé & Pillé Creil 1906	Mrs. 1.06						
72	Ministère des Colonies	✕	Simple (2.06) pr l'appareil de dragage seu-	1	25 10	32	13	2.5 85	de la Brosse & Fou- ché Nantes 1906	Nt. 2.06	✕ 1 C	1.02 3-5 for dredging	2.67 8-9 purposes only	1	0.35 4	12 129	6 85	de la Brosse & Fou- ché Nantes 1906	Nt. 2.06						



POR

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH	BREADTH	DEPTH	FREE BOARD — SUMMER WINTER — W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND		4				5	6											7	8	9	10	11	12	13	14	15	16	17	18
	DATE OF TERM																													
	1	2																												
+	73	PONTON-GRUE, . . . . . (9.05)	①	3/3, R A & C.P.	1.1.	—	910	Egp	05	Chantiers de Pro- vence Port-de-Bouc	A; hél; 13 comp; R. 4 tx; (WB. A. 10 t; R. 8 t.); 1 p. PP.	32.00 75-6	10.60 34-10	2.95 9-8	.....	Port-Saïd	Mrs. 9.0													
+	74	POPLAR-BRANCH, Ma- CLAYTON APP. ling. (9.07) ELECTR. Turret.	■	3/3, L A & C.P.	1.1.	10 m 2 P-B	5357 3473 4526	Ang	02 V.07	W. Doxford & Sons Ld Sanderland	A; hél; 8 comp; Shelterdeck; (WB. cell. 1084 t.; cale 1705 t.); 2 p. A; rp. 07; car. 9.07.	120.70 396-0	17.12 56-2	7.82 25-8	151 156	Sunderland	N-C. 9.07													
+	75	PORT-ARTHUR, . . . . . ELECTR. Drague. (6.00)	■	—	—	1 m	510	Rss	00	A. F. Smulders Slikkerveer	A; 2 hél; 4 comp; 1 p. A.	47.00 154-3	10.20 33-6	3.81 12-6	.....	Port-Arthur	Rd. 00													
+	76	PORT-ARTHUR-II, . . . . . ELECTR. Drague. (3.03)	■	3/3, R A & C.P.	1.1.	1 m	510	Rss	03	MJ de Maas Rotterdam	A; 2 hél; 14 comp.	47.00 154-3	10.20 33-6	3.81 12-6	.....	Port-Arthur	Rd. 03													
+	77	PORT-ARTHUR-IX, . . . . . ELECTR. Drague. (4.01)	■	—	—	—	542	Rss	01	Werf Conrad Haarlem	A; 2 hél; 7 comp; ½ p. A.	44.50 146-0	9.60 31-6	4.45 14-7	.....	Port-Arthur	Am. 01													
+	78	PORT-ARTHUR-X, . . . . . ELECTR. Drague. (4.01)	■	—	—	—	542	Rss	01	Werf Conrad Haarlem	A; 2 hél; 7 comp; ½ p. A.	44.50 146-0	9.60 31-6	4.45 14-7	.....	Port-Arthur	Am. 01													
+	79	PORTEUR-Nº-2, Cadro. (8.01)	■	—	—	—	305 291	Frç	01	de la Brosse & Fouche Nantes	A; hél; 8 comp.	45.00 147-8	8.20 26-11	2.88 9-6	.....	St-Nazaire	Nt. 01													
+	80	PORTEUR-Nº-4, Havard (3.99)	■	—	—	1 m	250 152 237	Frç	99	Lobnitz & Co Ld Renfrew	A; hél; 5 comp; (WB latéral 168 t.); p. A; car. 11.00.	39.74 130-5	7.98 26-2	2.74 9-0	.....	Le Havre	Hv. 00													
+	81	PORTIA, . . . . . (8.98)	■	—	—	Gl't 2 P	773 484 569	Alm	79 V.98	Flensburger Schiff- bau-Gesellschaft Flensburg	F; hél; 5 comp; D. 35m35; G. 8m23. WB. A. 92 t; R. 55 t.; 2 p. S; car. 8.98.	58.78 192-8	8.61 28-2	4.81 15-8	.....	Hamburg	Hbg 98													
+	82	PORTLAND (ex-Haitian- Republic), Lindqvist. ELECTR. (5.85)	43	—	—	B-G 2 P	1420 966	Amr	85 0.98	New-England ship- building Co Bath (Me)	C-HK-PP; ch. m-frog; (sat); d. ft-m. 1.95; grp. 97; rp. SS. 98.	58.30 191-5	11.00 36-1	6.15 20-2	.....	San-Fran- cisco	S-F. 98													
+	83	PORTO-NOVO, . . . . . (8.06)	■	3/3, I	1.1.	Canot	3	Frç	06	Desbois & Co Choisy-le-Roi	A; hél. sous voûte.	8.00 26-3	1.75 5-9	0.85 2-10	.....	Porto-Novo	Paris 8.06													
+	84	PORTU, . . . . . (12.02) Porteur.	■	—	—	2 m	283	Esp	02	Compañia Enskaldu- na Bilbao	A; hél; 6 comp; car. 3.04.	38.41 126-0	7.01 23-0	3.50 11-6	.....	Bilbao	Bib. 04													

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS			BUILDERS — PORT AND DATE of CONSTRUCTION	SHELL Diamet.   Length IN METERS IN FEET AND INCHES	Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION			
					DIAMETERS IN CENTIMETERS IN INCHES								NUMBER	grate surface in sq. meters in sq. feet			heating surface in sq. meters in sq. feet		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
73 Cie Universelle du Canal Maritime de Suez	✠	Comp. (9.05)	2	22 - 40 9 - 16	20 8	10 40 160	Ateliers de Pro- vence Marseille 1905	Mrs.9.05	✠	1 C	2.50 8-2	2.70 8-10	1.80 19	46.50 560	8 114	Ateliers de Pro- vence Marseille 1905	Mrs.9.05		
74 Nautilus S. S. Co Ld (F. & W. Ritson)	✠	Tr. Exp. (9.07)	3	66 - 112 - 183 26 - 44 - 72 PS. 11.06	122 48	473 2150 68	W. Doxford & Sons Ld Sunderland 1902	N-C.9.07	✠	3 C	4.20 13-9	3.50 11-6	13.74 148	592 6380	12.6 180	W. Doxford & Sons Ld Sunderland 1902	N-C.9.07 v.c.9.07		
75 Gouvernement Impérial de Russie	✠	Comp. (5.00)	4	42 - 85 17 - 33	50 20	120 600 130	A. F. Smulders Rotterdam 1900	.....	✠	2 C	3.10 10-2	3.30 10-10	8.00 86	240 2581	.....	A. F. Smulders Rotterdam 1900	Rd. 00		
76 Gouvernement Impérial de Russie	✠	2 Comp. (3.03)	4	43 - 85 17 - 33.5	50 20	60 300 130	A. F. Smulders Rotterdam 1903	.....	✠	2 C	3.00 9-10	3.30 10-10	8.00 97	240 2581	8.25 118	A. F. Smulders Rotterdam 1903	Rd. 03		
77 Gouvernement Impérial de Russie	✠	2 Comp. (3.01)	4	43 - 63 17 - 27	60 24	140 550 150	Gebr. Stork & Co Hengelo 1901	.....	✠	2 C	3.00 9-10	3.03 9-11	6.66 72	200 2152	6.33 90	Gebr. Stork & Co Hengelo 1901	Am. 01		
78 Gouvernement Impérial de Russie	✠	2 Comp. (3.01)	4	43 - 63 17 - 27	60 24	140 550 150	Gebr. Stork & Co Hengelo 1901	.....	✠	2 C	3.00 9-10	3.03 9-11	6.66 72	200 2152	6.33 90	Gebr. Stork & Co Hengelo 1901	Am. 01		
79 Administration des Ponts et Chaussées	✠	Comp. (8.01)	2	45 - 76 18 30	42 107	75 300 140	de la Brosse & Fouché Nantes 1901	.....	✠	1 C	3.20 10-6	3.02 9-11	3.60 39	110 1183	7 100	de la Brosse & Fouché Nantes 1901	Nt. 01		
80 Beynel & Vigner	✠	Comp. (3.99)	2	36 - 81 14 - 32	58 21	47 250 106	Lobnitz & Co Ld Renfrew 1899	.....	✠	1 C	3.12 10-3	2.74 9-0	2.91 31	69.39 747	10.5 150	Lobnitz & Co Ld Renfrew 1899	Hv. 00		
81 A. Kirsten	.	Comp. (8.98)	2	68.5 - 122 27 - 48	76 30	90 420	FlensburgerSchiffs- bauwerite Flensburg 1879	.....	.	2 C	3.11 10-2	2.72 8-11	4.55 49	.....	4.92 70	FlensburgerSchiffs- bauwerite Flensburg 1879	Hbg. 98 v.c.98		
82 Alaska Commercial Co	.	Comp. (2.98)	2	56 - 112 22 - 44	91.4 36	..... 650	The Goss Marine Iron Works Bath (Me) 1885	.....	.	2 C	3.30 10-10	3.35 11-0	7.81 84	.....	8.76 125	Union Iron Works San-Francisco 1897	S-F. 98 v.c. 98		
83 de Moustier (à Paris)	.....	.....	.....	canot automobi le.	.....	.....	.....	.....	.....	.....	Motor boat.	.....	.....	.....	.....	.....	.....		
84 Sociedad de Altos Hor- nos de Vizcaya	✠	Comp. (12.02)	2	33 - 53 13 - 21	46 18	35 180 151	Gebr. Stork & Co Hengelo 1902	Bib. 04	✠	1 C	2.50 8-2	3.05 10-0	1.75 19	71.31 756	7 100	Cia Enskalduna Bilbao 1902	Bib. 04		

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR				LONGUEUR — EN PIEDS & POUCES	LARGEUR — EN PIEDS & POUCES	CREUX — EN PIEDS & POUCES	FRANC BORD ETC. HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU ou DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.				COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS									
	1	2	3	4	5	6		8	9				10	11	12	13						
✝	85	PORTUGALETE, <i>Hardie.</i> Hopper Barge. (7.07)	■	3/3,R A.&C.P.	1.1.	1 m	538 323 491	Esp	07	W. Simons & Co Ld Renfrew	A; <i>hét</i> ; 5 comp; 3 D. 14m17; 3 G. 11m43; (WB. C. A. 40 t.); 1 p. A.	44.45 145-10	10.10 33-2	3.76 12-4	28½ 29½ 31½			Bilbao	Glsq. 7.07			
	86	PORVENIR (ex-Candelaria), <i>Damianswisch.</i> (11.04) ELECTR.	■	3/3,A A.&C.P.	1.1.	Glt	1177 728 900	Arg	00 V.04	Ryke & Co Rotterdam	A; <i>hét</i> ; 5 comp; 1 D; R; G; (WB. cell. & C. R. 290 t.); 1 p. A; rp-car. 10.05.	70.10 230-0	10.36 34-0	4.95 16-3	20½ 22½ 25½			Buenos-Aires	R.-J. 05			
✝	87	POTSDAM, <i>Roggeveen.</i> ELECTR. (3.04)	■	3/3,L A.&C.P.	1.1	Glt 4 P-II	12606 8013 9479	P-B	00 V.04	Blohm & Voss Hamburg	A; 2 <i>hét</i> ; 11 comp; <i>awningd.</i> ; R. 58m00; (WB. cell. 1627 t.; T. 1950 t.; C. R. 54 t.; C. A. 150 t.); 4 p A; rp.07; car. 7.07.	167.84 550-6	18.95 62-2	12.98 42-7	100 107			Rotterdam	Rd. 7.07			
✝	88	POUYER-QUERTIER, <i>Thi- rion.</i> (8.04) Cable steamer.	■	3/3,L A.&C.P.	1.1	Glt 3 P	1396 728 1324	Frç	79 V.04	C. Mitchell & Co Low-Walker	F; 2 <i>hét</i> ; 5 comp; D. 7m93; G. 10m05; (WB. 54m86); 2 p.F; 1 p. P; grp. 90; car. 10.06; rp. 04.	72.6 238-2	10.9 36-0	7.00 23-0				Le Havre	Hv. 11.06			
✝	89	PREGEL, <i>Olsen.</i> (2.98)	■	— P. R.	—	Glt	977 607 763	Dan	89 V.98	Burmeister & Wain Copenhagen	F; <i>hét</i> ; 6 comp; <i>welld.</i> ; 1 D. 14m63; R. 27m75; G. 8m54; (WB. 158 t.; C. R. 21 t.); 1 p. F; alg. 98; car. 2.98.	65.84 216-0	8.5 28-0	4.52 14-10				Copenhagen	Got. 98			
✝	90	PRESIDENT-LE-ROY-LAL- LIER, <i>Leprêtre.</i> (7.07)	■	3/3,G 2 P-B-S	1.1.	B-G 2 P-B-S	1320 820	Frç	81 III 07	J. Readhead & Co South-Shields	F; <i>hét</i> ; 5 comp; <i>spard.</i> ; R. 12m49; G. 4m88; (WB. R. 19m51; WT. <i>cale</i> A. 9m51); 1 p. F; 1 p. P. 95; grp. 07; car. 7.07.	76.5 251-0	10.1 33-4	4.62 23-0				Dunkerque	Dk. 7.07			
✝	91	PRESIDENT-VERGOTE, <i>Hermans.</i> (3.05) Remorqueur.	■	3/3, I A.&C.P.	1.1.	1 m bsc	49	Blg	00 V.05	Van Damme frères & Adam Baesrode	A-F; <i>hét</i> ; 4 comp; 1 p. F; car. 3.05.	19.80 65-0	4.30 14-1	2.85 7-9				Bruxelles	Brx. 3.05			
✝	92	PRESIDENTE-BAEZ, <i>Visser.</i> (10.07) Remorqueur.	■	3/3, I A.&C.P.	1.1.	1 m	66	Prg	07	Werf Conrad Schiedam	A; <i>hét</i> ; 5 comp.	20.00 65-7	5.50 18-0	2.40 7-10				Asuncion	Am. 10.07			
✝	93	PRESIDENTE-CUESTAS, ..... (4.06) Remorqueur.	■	3/3,R A.&C.P.	1.1.	1 m	117	Urg	02 V.00	Werf Conrad Harlem	A; 2 <i>hét</i> ; 5 comp; p.PP; rp-car. 6.06.	25.00 82-0	5.50 18-0	3.00 9-10				Montevideo	M-V. 6.06			
✝	94	PRESIDENTE-QUINTANA, <i>Weifs.</i> (12.05) ELECTR. 96-05	■	3/3,L A.&C.P.	1.1.	2 m 2 P-S	1731 1063 1410	Arg	05	Howaldtswerke Kiel	A; <i>hét</i> ; 6 comp; <i>spard.</i> ; R. 23m47; G. 10m30; (WB. cell. 410 t.).	73.15 240-0	10.97 36-0	6.30 20-8				Buenos-Aires	Hbg 12.05			
	95	PRESTO, <i>Abenius.</i> (6.07)	■	3/3,G A.&C.P.	1.1.	2 m 1 P-B	1079 797	Sds	75 V.07	Bergsunds Mek. Workstad Stockholm	F; <i>hét</i> ; 6 comp; D. 39m62; G. 9m15; p. P; grp-car. 6.07.	66.14 217-0	9.04 29-8	5.33 17-6				Stockholm	Stkh. 6.07			
✝	96	PRIMA, <i>Mawness.</i> (9.05)	■	3/3,G A.&C.P.	1.1.	Glt 1 P-B	619 383 565	Nrw	85 V.05	Jos L. Meyer Papenburg	F; <i>hét</i> ; 5 comp; <i>welld.</i> ; 1 D. 17m; R. 12m80; G. 6m; (WT. 132 t.; C. R. 10 t.); 1 p. F; grp. 90; rp-car. 7.06.	50.0 164-0	7.9 26-0	4.17 13-8				Trondhjem	Tidh. 7.06			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SOURCES LANCÉ SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VENTE DES CHAUDIÈRES									
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force ind. ude Nombre de tours		CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE		ENVELOPPE		FOYERS — NOMBRE sur/dégrille en mèt. carr. en pieds carr.	surf. de chauffe en mètres carrés en pouds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION														
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES									Diamètre. — EN MÈTRES EN PIEDS ET POUCES																			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38														
85	Junta del Puerto de Bilbao	✠	Comp. (7.07)	2	43 - 86 17 - 34	61 24	48 450 138	W. Simons & Co Ltd Renfrew 1907	Eleg. 7.07	✠	1 C	3.50 11-6	3.05 10-0	2	3.90 42	118 1269	8.4 120	W. Simons & Co Ltd Renfrew 1907	Eleg. 7.07														
86	Lloyd Bahia Blanca	✠	Tr. Exp. (11.04)	3	44 - 71 - 114 17.5-28-45 PS. 6.04	91 36	800 90	Maatschappij Fyen- oord Rotterdam 1900	R-J. 05	✠	2 C	3.66 12-0	3.02 9-11	6	8.18 88	242 2602	11.2 160 5.6-80	Maatschappij Fyen- oord Rotterdam 1900	R-J. 05 v.c.04														
87	Nederlandsch-Ameri- kaansche Stoomvaart Maatschappij	✠	2 Tr. Exp. (3.04)	6	69 - 117 - 203 27-46-80 PS. n.06; v.7.07	140 55	7400 74	Blohm & Voss Hamburg 1900	Rd. 7.07	✠	4 DC 3 C	4.15 13-8 4.40 14-4	6.41 21-0 3.51 12-6	33 65 700	2525 24054	14.5 206	Blohm & Voss Hamburg 1900	Rd. 12.06 v.c.04															
88	Cie Française des câbles télégraphiques	✠	2 Comp. (8.04)	4	61 - 102 24-40 PS. 10.06	76 30	169 640 90	T. Clark & Co Newcastle 1879	Hv. 11.06	✠	2 C	3.84 12-7	3.05 10-0	4	6.89 73	263 2828	6.5 93 4.5-64	Cie Générale Trans- atlantique St-Nazaire 1894	Hv. 11.06 v.c.04 p.c.04														
89	Det Forenede Damp- skibs-Seelskab	✠	Tr. Exp. (2.98)	3	37 - 58 - 91.4 14.7-23-36	61 24	129 600	Burmeister & Wain Copenhague 1889	.....	✠	1 C	4.11 13-6	3.05 10-0	3	4.55 50	134 1147	11.2 160 6.3-90	Burmeister & Wain Copenhague 1889	Got. 98 v.c.98														
90	Cie des Bateaux à Vapeur du Nord	✠	Comp. (7.07)	2	81 - 156.5 32-61.5 PS. 6.06	91.4 36	175 700 58	J. Readhead & Co South-Shields 1881	Dk. 7.07	✠	2 C	3.66 12-0	3.66 10-8	1	8.02 86	283 3043	4.92 70 3.5-50	J. Readhead & Co South-Shields 1901	D-K. 7.07 p.c.7.07 v.c.7.07														
91	Soc. anon. du Canal et des Installations ma- ritimes	✠	Comp. (3.05)	2	25 - 45 10-18 PS. n.3.05	30 12	95 175	Longtin & Le Hardy de Beaulieu Jette-St-Pierre 1900	Brx. 3.05	✠	1 C	2.30 7-9	2.89 9-2	2	1.57 17	50 538	9.2 135	A. F. Smulders & Co Grâce-Berleur 1900	Brx. 3.05 v.c.3.05														
92	Gouvernement de Pa- raguay	✠	Comp. (10.07)	2	31 - 50 12-20	40 16	30 150 200	Gebr. Stork & Co Hengelo 1907	Am. 10.07	✠	1 C	2.70 8-10	2.90 9-6	2	2.55 27	65 701	8.8 118	Gebr. Stork & Co Hengelo 1907	Am. 10.07														
93	Entreprise Générale des Travaux du port de Montevideo	✠	Comp. (4.06)	4	26 - 42 10-16.5 PS. 6.03	35 13.7	60 150 220	Gebr. Stork & Co Hengelo 1902	M-Y. 5.06	✠	1 C	2.86 9-2	3.06 10-0	2	3.63 33	90 969	8.4 120	Gebr. Stork & Co Hengelo 1902	M-Y. 5.06 v.c.5.06														
94	Hamburg-Süd-Ameri- kanische Dampfschiff- fahrts-Ges.	✠	Triple (12.05)	3	44 - 70 - 115 17.5-27-45	70 27	700 95	Howaldtswerke Kiel 1905	Kiel 12.05	✠	2 C	3.35 11-0	3.16 10-4	1	7.04 76	239 2770	12.5 178	Howaldtswerke Kiel 1905	Kiel 12.05														
95	Stockholm Ångfartygs Rederi Aktiebolag (S. E. Ternström)	✠	Comp. (6.07)	2	65 - 114 25.5-45	67 26.5	130 520 68	Bergsunds Mek. Workstad Stockholm 1875	Sth. 6.07	✠	2 C	2.74 9-0	2.05 10-0	1	6.70 72	179 1920	5 70 4.5-65	Bergsunds Mek. Workstad Stockholm 1886	Sth. 6.07 p.c.6.07 v.c.6.07														
96	A. W. Selmer	✠	Comp. (9.05)	2	46 - 80 18-31.5 PS. 7.06	61 24	55 200 90	J. L. Meyer Papenburg 1885	Trdh. 7.06	✠	1 C	2.90 9-7	2.94 9-8	2	2.79 30	107 1153	6.04 86 6.3-90	J. L. Meyer Papenburg 1885	Trdh. 7.06 v.c.7.06 p.c.7.06														



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			REG NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS — PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FRIG BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND							T.	R.																					
	DATE OF TERM																													
	1	2	3	4	5	6		7	8											9	10	11	12	13	14	15	16	17	18	
✠	97	PRIMAVERA, <i>Reckmann</i> . Remorqueur. (4.98)	I	--	--	1 m	124 14 103	Brs	98	G. Seebeck A. G. Bremerhaven	A; 2 hél; 5 comp; R. 2m90.	20.50 96-9	5.50 18-0	2.74 9-0	.....	Rio Grandedo Sul	Wes. 98													
✠	98	PRIMO-DE-MAYO, <i>Zind- ELECTR.</i> <i>ler.</i> (12.93)	I	--	--	Glt 2 P-H	905 640 879	Arg	93	Howaldtswerke Kiel	A; hél; 5 comp; awningd; WB. cell. E. B. 65 t.; 1 p. T; 1 p. P.	60.93 200-0	9.14 30-0	7.00 23-0	.....	Buenos-Aires	Lbk 93													
✠	99	PRIMULA, <i>Thomsen</i> . <i>ELECTR.</i> (12.96)	I P. R.	--	--	Glt 3 P-S	1524 601 1431	Dan	96	Lauritz & C. Ltd Renfrew	A, hél; 7 comp; spard; R. R. 3m95; R. 8m23; WB. 93 t; T. A. 280 t; C. A. 22 t; C. R. 35 t; 1 p. A; 1 p. P. 1 p. PP.	82.43 270-5	10.56 34-0	7.24 23-5	=====	Copenhagen	Glsq. 96													
✠	100	PRIMULA, <i>Nyberg</i> . (6.04) <i>ELECTR.</i>	I P. R.	3/3, G	1 1	Glt 1 P-B	834 582	Rss	04	Lindbergs Mek. Werkstad Stockholm	A; hél; 7 comp; acid; D. 42m67; G. 14m32; WB. calc 58 t; C. R. 8 t.	59.43 195-0	8.54 28-0	4.10 13-6	.....	Helsingfors	Strkh. 04													
✠	101	PRIMUS, <i>Smith</i> . (6-06) <i>ELECTR.</i> 78-06 <i>Porteur.</i>	I	3/3, R	1.1.	1 m	601 376 493	E. C. P.	96	Lauritz & C. Ltd Renfrew	A; 2 hél; 7 comp; 1 D. 1 comp; 1 G. 16m15 (WB. latéral 120 t.); 1 p.	74.80 180-1	9.78 32-1	3.45 11-4	29 30 32	Port-Said	Glsq 7.06													
•	102	PRINCE-ABBAS, <i>Andei- ELECTR.</i> <i>sch.</i> (7.05)	I	3/3, A	1.1	2 m 2 P-B-S	2030 851	Ang	92	R. Napier & Sons Glasgow	A, hél; 7 comp; R. 3m90; G. 12m; WB. cell. 300 t.; 2 p. A; car. 10.07.	91.44 306-0	11.40 37-5	7.14 23-5	.....	Londres	Strkh. 10.07													
✠	103	PRINCESS-MELITA, <i>De- pasquale</i> . (10.98)	I	--	--	Glt	120 51 100	Ang	93	John Scott & Co Kinghorn	A; hél; 5 comp; R. R. 4m57; R. A. 2m59; p. PP; car. 10.98.	34.32 112-8	5.52 18-1	2.54 8-4	=====	Malta	Mlt. 98													
✠	104	PRINCESSE-ELISABETH, <i>Rein.</i> (2.07) 82-03	I	3/3, L	1.1.	2 m	2451 1765 2365	Belg	92	Société J. Cockermil Anvers	A; hél; 6 comp; G. 9m14; R. 7m; WB. cell. 823 t.; rp.05; car. 2.07.	87.84 288-2	12.76 45-2	9.57 21-7	62 65 67	Anvers	Av. 2.07													
•	105	PRINCIPESA-MARIA (ex- Ignazio-Florio); <i>Cuchis</i> . <i>ELECTR.</i> (3.05)	I	3/3, L	1.1.	2 m 2 P	1605 635 1261	Rmn	96	Frattelli Orlando Livourne 189	A; 2 hél; 6 comp; D. 10m96; R. 21m93; G. 17m49; WB. 1 p. 65; car. 3.06	88.08 282-0	10.49 34-5	6.13 20-1	.....	Constantza	Strkh. 3.06													
✠	106	PRINS-DE-NEDERLAN- DEN, <i>van der Goot</i> . (10.06)	I	3/3, A	1.1.	2 m 3 P-H	1923 1203 1527	P-B	02	Blohm & Voss Hamburg	A; hél; 6 comp; R. R. 7m62; R. A. WB. cell. 362 t.; 1 p. A. 2 p. b; car. 9.07.	88.59 290-5	11.65 38-3	5.67 18-7	.....	Amsterdam	Am. 9.07													
✠	107	PRINS-FREDEBIK-HEN- RIK, <i>Nieman</i> . (10.04) <i>ELECTR.</i>	I	3/3, L	1.1.	2 m 1 P-H	2164 1366 1730	P-B	04	Nederlandsche Scheepvaart M. Amsterdam	A; hél; 6 comp; awningd; (WB. cell. 350 t.); 2 p. A; 1 p. 1/2 A. 1/2 T; car. 11.07.	96.90 317-11	12.19 40-0	5.69 18-8	.....	Amsterdam	Am. 11.07													
✠	108	PRINS-MAURITS, <i>Nieman</i> <i>ELECTR.</i> (12.01)	I	3/3, L	1.1.	Glt 3 P-H	1775 1110 1571	P-B	06	Blohm & Voss Hamburg	A; hél; 6 comp; awningd; R. R. 7m32; R. A. 7m21; WB. cell. 134 t.; 1 p. A. 2 p. b; car. 5.07.	86.92 285-2	11.62 38-2	6.02 19-9	.....	Amsterdam	Am. 5.07													

N.B. — The Marks -- indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION							
					DIAMETERS — IN CENTIMETERS IN INCHES	IN						Diameter,   Length		IN METERS IN FEET AND INCHES	NUMBER			Grate surface in square meters in square feet	Heating surface in square meters in square feet					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
97	Tellos & Co	✠	2 Comp. (4.98)	4	27.5 - 51 10.8 - 20	35 13.8 300 200	G. Seebeck, A. G. Geestemünde 1898	.....	✠	1 C	3.10 10-2	2.90 9-6	4	3.24 35	107 1151	9 128	G. Seebeck A. G. Bremerhaven 1893	Wes. 98						
98	Gouvernement Argentin	✠	Tr. Exp. (12.93)	3	43-70-110 17-27.6-43.3	63 24.8 700 120	Howaldtswerke Kiel 1893	.....	✠	2 C	2.85 9-4	2.85 9-4	12	6.20 66.7	191 2057	12 170	Howaldtswerke Kiel 1893	Lbk 93						
99	Det Forenede Damp- skibs-Selskab	✠	Tr. Exp. (12.96)	3	64-102-163 25-40-64 PS. 6.05	107 42 2600 100	Lobnitz & Co Ltd Renfrew 1896	Hull 6.05	✠	2 CD	4.33 14-3	5.18 17-0	2	21.70 234	539 5804	12.3 175	Lobnitz & Co Ltd Renfrew 1896	Gls. 96						
100	Helsingfors Ångfartygs Aktiebolag. (Viktor Ek)	✠	Tr. Exp. (5.04)	3	46-76-122 18-30 49	74 29 1340 126	W. Lindberg Stockholm 1904	Stkh. 04	✠	2 C	3.42 11-3	3.12 10-3	4	7.16 77	241 2600	13.6 195 5.6-80	W. Lindberg Stockholm 1904	Stkh. 04						
101	Cie Universelle du Canal maritime de Suez	✠	2 Comp. (6.06)	4	44.4-96.5 17.5-38	61 24 750 100	Lobnitz & Co Ltd Renfrew 1906	Gls. 7.06	✠	2 C	3.35 11-0	2.74 9-0	4	7.43 80	187 2010	8 114	Lobnitz & Co Ltd Renfrew 1906	Gls. 7.06						
102	Khedivial Mail S. S. & Graving Dock Co Ltd	✠	Tr. Exp. (7.05)	3	76-114-201 30-45 79 PS. 10.04	137 54 3600 83	R. Napier & Sons Glasgow 1892	Aix. 10.07	✠	4 C	4.72 15-6	3.20 10-6	12	26.22 282	811 8716	10.5 150	H. Napier & Sons Glasgow 1902	Aix. 10.07 v.c. 7.05 P.C. 7.05						
103	Giov. Sammut & Co	✠	Comp. (10.98)	2	40.5-81 16-32	46 18 250 120	John Scott & Co Kinghorn 1893	.....	✠	1 C	3.05 10-0	3.70 12-2	2	2.79 30	8 114	8 114	John Scott & Co Kinghorn 1893	Mlt. 98 v.c. 98						
104	Sté John Cockerill	✠	Tr. Exp. (2.07)	3	57-91-146 22.5-36-57.5 PS. 2.07	110 43.5 232 1250 78	Sté John Cockerill Seraing 1902	Av. 2.07	✠	2 C	4.42 14-6	3.12 10-3	6	9.86 105	326 3505	11.2 160 6.3-90	Sté John Cockerill Seraing 1902	Av. 2.07 P.C. 2.07 v.c. 2.07						
105	Chemins de Fer Rou- mains.	✠	2 Tr. Exp. (3.06)	6	59-95-150 23.5-37.5-59.5 PS. B.n. 07. PS. 10.06	91 36 4273 122	Fratelli Orlando Livourne 1896	Cstz 10.06	✠	2 CD	4.50 14-9	5.77 18-11	16	29.67 318	967 10322	10 5 150 10-142	Fratelli Orlando Livourne 1895	Cstz 3.06 P.C. 3.06 v.c. 3.06						
106	Koninklijke West-Indi- sche Maildienst	✠	Tr. Exp. (10.06)	3	56-94-150 22-37-59 PS. 10.06	99 39 1400 78	Blohm & Voss Hamburg 1902	Am. 10.06	✠	2 C	4.60 15-1	3.0 10-6	6	12.08 130	449 4508	12.6 180 5.6-80	Blohm & Voss Hamburg 1902	Am. 10.06 P.C. 10.06 v.c. 10.06						
107	Koninklijke West-Indi- sche Maildienst	✠	Tr. Exp. (10.04)	3	56-95-150 22-37.5-59	100 39 1400 80	Ned. Fabriek Amsterdam 1904	Am. 01	✠	2 C	4.56 15-0	3.15 10-4	6	12.00 129	418 4459	12.6 180 5.6-80	Ned. Fabriek Amsterdam 1904	Am. 04						
108	Koninklijke West-Indi- sche Maildienst	✠	Tr. Exp. (12.04)	3	56-94-150 22-37-59 PS. 12.04	99 39 1400 78	Blohm & Voss Hamburg 1900	Am. 10.06	✠	2 C	4.60 15-1	3.24 10-6	6	12.08 130	419 4508	12.6 180 5.6-80	Blohm & Voss Hamburg 1900	Am. 10.06 v.c. 04 P.C. 04						

PRO

SURVEILLANCE SPECIALE		NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX				PORT		LIEU	
DATE DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						NOMBRE DE PONTS		T.		ANNEE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				D'ARMEMENT		et LATE de la DERNIERE VISITE	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22		

N. B. Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES									
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		CONSTRUCTEURS	DATE DE VISITE DES CHAUDIÈRES					
						DIAMÈTRES	COURSE des pistons cent. pouces					Diamèt.	Long.	NOMBRE	sur/dégrille en mèt. carr. en pieds carr.			PRESSION Chaud. princ. Chaud. auxil.				
																			EN CENTIMÈTRES EN POUCES	Force nominale en chevaux Nombre de tours	EN MÈTRES EN PIEDS ET POUCES	EN MÈTRES EN PIEDS ET POUCES
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
109	Koninklijke West-Indische Maildienst	✠	Tr. Exp. (10.05)	3	56 - 94 - 150 22 - 37 - 59 PS. 2.06	99	320 169 80	Ned. Fabriek Amsterdam 1901	Am. 2.06	✠	2 C	4.60 15-1	3.17 10-5	6	12.08 130	419 4508	12.6 180 5.6-80	Ned. Fabriek Amsterdam 1901	Am. 10.05 c.v.10.05 p.c.10.05			
110	Koninklijke West-Indische Maildienst	✠	Tr. Exp. (12.06)	3	56 - 86 - 142 22 - 34 - 56 PS. 12.06	102	250 1200	Koninklijke fabriek Amsterdam 1889	Am. 12.06	✠	2 C	4.56 15-0	3.19 10-6	6	12.00 130	419 4510	11.2 160 5.6-80	Nederlandsche fabriek Amsterdam 1906	Am. 12.06 p.c.12.06 v.c.12.06			
111	Koninklijke West-Indische Maildienst	✠	Tr. Exp. (10.07)	3	56 - 86 - 142 22 - 34 - 56 PS. 10.07	102	250 1200 76	Ned. Stoomboot Maatschappij Rotterdam 1889	Am. 10.07	✠	2 C	4.11 13-6	3.25 10-8	6	9.57 103	401 4318	11.2 160 5.6-80	Ned. Stoomboot Maatschappij Rotterdam 1889	Am. 10.07 p.c.10.07 v.c.10.07			
112	Koninklijke West-Indische Maildienst	✠	Tr. Exp. (7.06)	3	56 - 89 - 150 22 - 35 - 59 PS. 10.07	99	250 1300 76	J. Richardson & Sons Hartlepool 1894	Am. 7.06	✠	2 C	4.11 13-6	3.27 10 9	6	10.31 111	373 4014	11.2 160 5.6-80	J. Richardson & Sons Hartlepool 1894	Am. 7.06 v.c. 7.06 p.c. 7.06			
113	Koninklijke West-Indische Maildienst	✠	Tr. Exp. (10.05)	3	56 - 89 - 150 22 - 35 - 59 PS. 3.04	99	300 1500 82	Ned. Fabriek van Werktuigen & Spoorweg Mat. Amsterdam 1897	Am. 10.05	✠	2 C	4.57 15-0	3.25 11-0	6	6.51 70	211 2268	11.2 160 7-100	Ned. Fabriek van Werktuigen & Spoorweg Mat. Amsterdam 1897	Am. 10.05 p.c.11.06 v.c.10.05			
114	Société Anonyme de Remorquage à hélice	.	Comp. (2.04)	2	30 - 54 12 - 21	30	25 150 195	H. J. Koopman Dordrecht 1903	Av. 04	.	1 C	2.50 8-2	3.10 10-2	1	1.50 16	66 645	11 157	H. J. Koopman Dordrecht 1903	Av. 04 v.c. 04			
115	Gouvernement de Paraguay	✠	Comp. (10.07)	2	32 - 53 13 - 21	45	36 180 180	Gebr. Stork & Co Hengelo 1907	Am. 10 07	✠	1 C	2.90 9-6	2.90 9-6	2	2.74 29	80 863	7.2 103	Gebr. Stork & Co Hengelo 1907	Am. 10.07			
116	M. Struve	✠	Tr. Exp. (7.05)	3	38 - 62 - 109 15 - 24.6 - 43 PS. n.05,v.3.06	68.5	27 500 80	Flensburger Schiffbau-Ges. Flensburg 1893	H-K. 3.07	✠	1 C	4.04 13-3	2.93 9-6	3	3.95 42.5	167 1800	11.6 165 6.3-90	Flensburger Schiffbau-Ges. Flensburg 1893	H-K. 3.07 p.c.3.07 v.c.05			
117	Deutsch-Amerikanische Petroleum-Gesellschaft	.	Tr. Exp. (9.05)	3	71 - 118 - 195 28 - 46.5 - 77 PS. 7.07	137	54 3300 67	Palmer's Co Ltd Newcastle-on-T. 1903	Hbg 7.07	.	4 C	5.02 16-6	3.38 11-1	12	24.62 265	924 9950	12.7 180 7-100	Palmer's Co Ltd Newcastle-on-T. 1903	Hbg 9.05 v.c. 9.05			
118	Em. Z. Svitzers Bjergnings Entreprise	✠	Triple (3.06)	3	42 - 69 - 114 16.5-27-45	69	161 1050 134	Burmeister & Wain Copenhagen 1906	Cph. 3.06	✠	2 C	3.50 11-6	3.30 10-10	4	5.01 54	232 2500	12.6 180	Burmeister & Wain Copenhagen 1906	Cph. 3.06			
119	Société Générale de Transports Maritimes à vapeur	✠	Comp. (10.06)	2	109 - 200 43 - 79 PS.n.03;v.10.06	124	600 48.7 2400	Forges & Chantiers Marseille 1884	Mrs. 10.06	✠	4 C	4.42 14 6	3.20 10-6	12	25.20 271	841 9043	11.2 180	Chantiers & Ateliers de Provence Marseille 1901	Mrs. 10.06 p.c.10.06 v.c.10.06			
120	E. Pallone & F. C. Sworono	✠	Tr. Exp. (4.07)	3	38 - 63 - 102 15 - 25 - 40 PS. 4.07	61	80 500 96	J. P. Rennoldson & Sons South-Shields 1899	Ods.4.07	✠	1 C	3.96 13-0	3.05 10-0	3	4.37 47	134 1443	11.2 160 5.6-80	J. T. Eltringham & Co South-Shields 1899	Ods.4.07 p.c.1.07 v.c.4.07			



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	R.G.	NUMBER OF DECKS			FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERRECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN METERS IN FEET & INCHES	BREADTH IN METERS IN FEET & INCHES	DEPTH IN METERS IN FEET & INCHES	PREPARED (BOARD) SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
	DATE OF TERM																	
	1	2	3			4	5	6										
✠	121	PROVINCIA. <i>Blanc</i> . (4.03)	I	3 S, 1 I, 1 L	2 m	35.28	FR	03	Chantiers de Pro- vence Port-do-Bono	A: hél; 6 comp; spard; D. 61m50; R. 17m30 & 5m70; G. 11m54; (WB. cell. 235 t.; C. .R. 22 t.); car. 6.07; rp.07.	96.33 316	13.43 44-1	6.98 22-1	.....	Marseille	Mrs. 9.07		
	122	PRVI (ex-DeW.) <i>Baldas- som</i> . (2.07)	II	3 S, 1 I, 1 L	2 m	36 21	Am	10	Rutherglen	A: hél; 4 comp; car. 2.07.	28.10 92-0	3.34 11-0	2.00 6-7	.....	Curzola	7.07		
✠	123	STOLME. S. M. (7 28) ELECTR. 78-03 <i>Drague</i> .	I	3 S, R, 1 L	1 m	19.09 15.42	FR	03	Lebnitz & Co Ltd Roufrow	A: 2 hél; 9 comp; D. 5m70; G. 7m30; (WB. .R. 56 t; A. 165 t.); 1 p. A.	82.20 270-0	14.37 47-2	5.97 19-7	6.01 60	Port-Saint	6.36		
✠	124	PUERTO-BELGRANO-I. ELECTR. .... (6.99) <i>Drague</i> .	I	— —	1 m	30.9	Am	9	J. & K. Smit Kinderdijk	A: hél; 9 comp; p. A.	16.00 150-11	7.50 24-7	3.33 11-0	.....	Buenos-Ayres	Rd. 99		
✠	125	PUERTO-BELGRANO-II. ELECTR. .... (2.04) <i>Drague</i> .	I	— —	1 m	28.3	Am	21	Werf Courad Haarlem	A: hél; 7 comp; p. A.	36.01 118-1	6.50 21-4	3.20 9-10	.....	Buenos-Ayres	Am. 99		
✠	126	PURITAN. .... (1.01) ELECTR.	I	— —	1 m	15.47	Am	1	Craig Shipbuilding Co Toledo	A: hél; 5 comp.	71.01 233-0	12.31 40-5	6.63 21-9	.....	Chicago	Clv. 01		
	127	PYLAROS (ex-Carmen-Syl- va). <i>Ferentino</i> . (4.04) ELECTR.	I	3 S, 1 I, 1 L	6 m	34.0	GR	64	Baumgarter & Bur- meister Copenhagen	F: 2 hél; 4 comp. 1 p. F; grp-car. 4.04	53.50 175	6.35 20-15	3.01 9-10	.....	Argostoli	Pir. 04		

OWNERS		SPECIAL SURVEY	ENGINES					BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY OF BOILERS	
			NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS					Diamet.   Length	NUMBER	Heating surface in sq. meters in sq. feet	NUMBER		Heating surface in sq. meters in sq. feet			
				DIAMETERS — IN CENTIMETERS IN INCHES	IN CENTIMETERS IN INCHES													IN METERS IN FEET AND INCHES		
19	20	1	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
121	Cie Franaise de Navigation  Vapeur (Cyp. Fabre & Co)	✚	Tr. Exp. (4.03)	3	60 - 92 - 152 25.5 - 36 - 60	110 43.5	300 1200 64	Ateliers de Provence Marseille 1903	Mrs. 9.07	✚	2 C	4.42 14-6	3.20 10-6	6 135	420 4516	11.2 160 7-100	Ateliers de Provence Marseille 1903	Mrs. 9.07 P.C. 9.07		
122	L. Depolo & Co	.	Non Comp. (2.07)	3	23 - 23 - 23 9-9-9 PS. 2.07	33 13	20 84 150	..... ..... 1870	Trst. 2.07	.	1 C	2.15 7-2	2.18 7-3	1 14	44 473	8.5 121	Stabilimento Tecnico Triestino Trieste 1898	Trst. 2.07 v.c. 2.07		
123	Cie Universelle du Canal de Suez	✚	2 Comp. (7.05)	4	56 - 114 22 - 45	76 30	208 1150 86	Lobnitz & Co Ltd Renfrew 1905	Glsq. 7.05	✚	2 C	4.52 14-10	3.24 10-8	6 134	323 3480	8.4 120 8.4-120	Lobnitz & Co Ltd Renfrew 1905	Glsq. 7.05		
124	Dirks & Dates	✚	Comp. (5.99)	2	42 - 76 16.5 - 30	46 18	240 150	Diepeveen, Lels & Smit Kinderdijk 1899	.....	✚	2 C	2.36 7-9	3.05 10-0	2 34.5	108 1161	7 100	Diepeveen, Lels & Smit Kinderdijk 1899	Rd. 99		
125	Dirks & Dates	✚	Comp. (2.99)	2	33 - 53 13 - 21	45 17.7	45 200 200	Gebr. Stork & Co Hengelo 1899	.....	✚	1 C	2.70 8-10	2.90 9-6	2 35	30 861	6.19 90	Gebr. Stork & Co Hengelo 1899	Am. 99		
126	J. H. Graham	✚	Tr. Exp. 6.01	3	53 - 86 - 147 21 - 34 - 58	102 40	1500 110	Craig Shipbuilding Co Toledo 1901	.....	✚	4 C	2.74 9-0	2.74 9-0	8 168	511.50 5500	14 200	Roberts Safety Water Tube Boiler Co Red Bank 1901	Clv. 01		
127	N. M. Athanassulis	✚	2 Tr. Exp. (4.04)	6	30 - 48 - 75 12 - 19 - 30 PS. 4.04	40 16	500 160	Howaldtswerke Kiel 1895	Pir. 4.07	✚	2 C	2.48 8-2	2.31 7-7	2 41	133 1430	12.5 177	Howaldtswerke Kiel 1895	Pir. 4.07 v.c. 04		

# QUI

NAVIGABLE SPECIAL	NAVIRES & CAPITAINE	CLASSIFICATION	ARMEMENT	ANNÉE DE CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR	LONGUEUR	LARGUEUR	HAUTEUR	PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	EN MÉTRES EN PIEDS & POUÇES	FRANC ET HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	1 QUARTUS, Smith. (12.06) ELECTR. Porteur.	I 33.E 1.1. ALC.P.	1	06	Lobnitz & Co Ltd Renfrew	A; 2 hél; 7 comp; $\frac{1}{2}$ D. 23m; $\frac{1}{2}$ G. 16m75; (W3. latéral 120 t.); 1 p.A.	54.89 180-1	9.78 32-1	3.48 11-5			29 30 32		Port-Saïd	G.sp. 12.06		
	2 QUEBEC (ex-Ebro), Le Berre. (3.03)	I 33.L 1.1.	1	96	R. Napier & Sons Ltd Glasgow	A; hél; 9 comp; D. 9m15; R. 29m45; G. 12m40; (W3. cell. 560 t.; C. N. 43 t.; C. R. 14 t.); car. 5.07.	105.22 340-3	13.39 43-11	7.45 24-1					Le Havre	Hv. 5.07		
+	3 QUEEN (ex-Queen-of-the- Pacific), Alexander. ELECTR. (7.04)	I 33.L 1.1.	1	82	Wm Cramp & Sons Philadelphia	F; hél; 5 comp; auoning G. 17m68; R. 41m14; (WT. cale R. 5m49, 200 t.); $\frac{1}{2}$ p.F. $\frac{1}{2}$ p.S; 1p. P; grp. 88; rp-car. 9.05.	100.03 331-2	11.7 38-6	6.4 21-2					San-Francisco	S.F. 9.05		
+	4 QUEEN-ALEXANDRA. Overbeck Petersen. (6.03)	I 33.G 1.1.	1	06	Helsingörs Jern- skibs Byggeri Elseneur	A; hél; 5 comp; $\frac{1}{2}$ D. 18m11; R. 32m13; G. 7m32; (W3. cell. 324 t.; C. R. 22 t.; C. N. 24 t.; 1 p.A; car. 1.07.	68.95 226-3	10.60 34-9	3.75 12-4			9 11 13		Copenhague	Cph. 1.07		
+	5 QUINTUS, Smith. (1.07) ELECTR. Porteur.	I 33.E 1.1. ALC.P.	1	06	Lobnitz & Co Ltd Renfrew	A; 2 hél; 7 comp; $\frac{1}{2}$ D. 23m; $\frac{1}{2}$ G. 16m15; (W3. latéral 120 t.);	54.89 180-1	9.78 32-1	3.48 11-5			29 30 32		Port-Saïd	Glsq. 2.07		

ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIERES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale Force luth. utilisée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS							
						DIAMÈTRES	COURSE des pistons					Diamèt.	Long.	NOMBRE	surf. grille en mèt. carr. en pieds carr.			surf. de chauffe en mètres carrés en pieds carrés						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
1 Cie Universelle du Canal maritime de Suez		+	2 Comp. (12.06)	4	44 - 97 17.5 - 38	61 24	125 750 100	Lobnitz & Co Ld Renfrew 1906	Glsq. 12.06	+	2 C	3.35 11-0	2.74 9-0	4	7.43 80	187 2010	8 114	Lobnitz & Co Ld Renfrew 1906	Glsq. 12.06					
2 Cie Générale Transat- lantique		.	Tr. Exp. (3.05)	3	66 - 107 - 178 26-42-70 PS.5.07	127 50	2200 63	R. Napier & Sons Ld Glasgow 1896	Hv.5.07	.	3 C	4.19 13-9	3.43 11-3	9	14.65 157	557 5989	12.5 179 12.5-179	R. Napier & Sons Ld Glasgow 1896	Hv. 5.07 v. c. 3.05 P. C. 3.05					
3 Pacific Coast Steam Ship Co		.	Tr. Exp. (7.04)	3	68.5 - 109 - 172 27 - 43 - 68 PS. 7.04	122 48	3000	Union Iron Works San-Francisco 1897	S-F. 04	.	3 C	4.40 14-5	3.43 11-5	9			10.3 175	Union Iron Works San-Francisco 1897	S-F. 04 v. c. 04 P. C. 04					
4 Alfred Christensen & Co		+	Triple (6.06)	3	42 - 67 - 112 16.5 - 26.5 - 44 PS.1.07	76 30	131 650 95	Helsingörs-Maskin- byggeri Elseneur 1906	Cph.1.07	+	2 C	3.35 11-0	3.05 10-0	4	5.40 58	208 2240	12.6 180	Helsingörs Maskin- byggeri Elseneur 1906	Cph.6.06					
5 Cie Universelle du Canal maritime de Suez		+	2 Comp. (1.07)	4	44 - 97 17.5 - 38	61 24	125 750 100	Lobnitz & Co Ld Renfrew 1907	Glsq. 1.07	+	2 C	3.35 11-0	2.74 9-0	4	7.43 80	187 2010	8 114	Lobnitz & Co Ld Renfrew 1907	Glsq. 1.07					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECK REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	PERCENT OF BOARD SUMMER WATER W.N.A.	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND		T.				R.	U.										
	DATE OF TERM																	
	1	2																
+	1	R.-Nº-1, <i>Nadort</i> . (7.03) ELECTR. Remorqueur.	I	3/3, P	1.1.	1 m	110 11	Arg	03	A. F. Smulders Rotterdam	A; 2 hdt; 6 comp.	27.50 90-3	5.50 18-0	2.80 9-2	.....	Rosario	Rd.	0
+	2	R.-Nº-2, <i>Maars</i> . (7.03) ELECTR. Remorqueur.	I	3/3, P	1.1.	1 m	110 11	Arg	03	A. F. Smulders Rotterdam	A; 2 hdt; 6 comp.	27.50 90-3	5.50 18-0	2.80 9-2	.....	Rosario	Rd.	03
	3	RABOTNIK ( <i>ex-Iris</i> ), <i>Tekke</i> . (3.02)	II	—	—	Glt	186 114	Rss	78 V.02	G. Howaldt Kiel	F; hdt; 4 comp; ½ D. 13m41; R. 4m55; G. 3m35; p.S; grp.96; car.4.00.	29.3 96-0	6.4 21-0	3.76 12-4	.....	St-Peters- bourg	Ods.	02
	4	RADU-NEGRU, ..... (8.99) Remorqueur.	I	—	—	1 m	160 91 136	Rom	99	Chantier Danubius Budapest	A; 2 hdt; 8 comp; (WB. X. 2 t; R. 4 t.).	36.00 118-1	6.25 20-6	2.55 8-4	.....	Turnu- Severin	Bdp.	04
+	5	RAGUSA ( <i>ex-Bianca</i> ), <i>Jensen</i> . (7.98)	I	—	—	Glt 2 P-B-S	1765 1106 1646	Alm	86 V.98	Flensburger Schiff- bau- Gesellschaft Flensburg	F; hdt; 5 comp; spard; R. 26m23; (WB. cell. 300 t.); 1 ½ p. F; rp.98; car.1.02.	79.05 259-4	10.79 35-5	6.95 22-10	.....	Hamburg	Hbg	02
+	6	RAISMES, ..... (6.05) Remorqueur.	I	3/3, I	1.1.	1 m	71 0 53	Fr	05	Chantiers de France Dunkerque	A; hdt; 3 comp.	23.00 75-6	4.22 13-10	2.24 7-4	.....	Saigon	Sag.	5.06
+	7	RAMON-CORRAL, <i>Arroyta</i> . (7.07)	I	3/3, P	1.1.	Clt	103 59 86	Mx	07	G. Ansaldo, Arm- strong & Co Sestri-Ponente	A; 2 hdt; 6 comp.	28.00 91-10	6.00 19-8	1.95 6-5	.....	Vera Cruz	Gn.	7.07
+	8	RAMONA, <i>Clancy</i> . (9.02) ELECTR. 02-04	IS	3/3, G	1.1	Glt 2 P	1061 671	Amr	02	J. W. Dickie Alameda Point	P; ch. m-frg; (sal); hdt; d.fr-m.6.07; rp.06.	59.43 195-0	9.75 32-0	4.74 15-7	.....	New-York	Idm	6.07
+	9	RAMSES, ..... (11.93) ELECTR.	I P.R.	—	—	Glt 2 P	3582 2304 3002	Alm	93	Wigham, Richardson & Co Low-Walker	A-F; hdt; 7 comp; D. 59m74; R. V. 6m10; G. 13m71; (WB. cell. 627 t.); 2 p. A.	104.63 340-0	13.13 43-1	7.67 25-2	.....	Hamburg	Vlp.	95
+	10	RAVENS CRAIG, ..... ELECTR. (5.00)	I	—	—	— 2 P-S	2280 1939	Amr	00	Jenks Shipbuilding Co Port-Huron (Mich.)	A; hdt; 4 comp; spard; R. R; ½ G. (WB.).	74.19 243-5	13.15 43-2	7.32 24-0	.....	Duluth	Cltv.	00
+	11	RÉ-UMBERTO, <i>Porcella</i> . (8.97)	I	—	—	Glt 2 P-S	3164 2066 2682	Itl	92 V.97	G. Ansaldo & Co Sestri-P.	A, hdt; 7 comp; spard. D. 14m55; R. 7m18; R.A. 18m; G. 18m80; (WB. cell.543 t.); 1 p.A; 1 p.1'P; car.9.99.	97.00 318-3	12.26 40-3	7.80 25-7	.....	Gènes	Gn.	99
+	12	REAEEL, <i>Van der Oord</i> . ELECTR. (7.02)	I	—	—	Glt 3 P-A	1333 825 1294	P-B	90 V.02	Maatschappij de Schelde Flessingue	F; hdt; 6 comp; shaded; 2 p.T; 1 p. P'P; car.8.05.	76.20 250-0	10.25 33-8	5.18 17-0	.....	Batavia	Btv	8.05

N. B.— The Marks --- indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS						LAST SURVEY OF BOILERS		
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		horse power nominal INDICATED REVOLUTIONS	STROKE in centim. in inches				NUMBER and DESCRIPTION	SHELL		FURNACES		PRESSURE Main Boiler, Donkey Boiler.		MAKERS — PORT AND DATE of CONSTRUCTION	
					DIAMETERS — IN CENTIMETERS IN INCHES	IN CENTIMETERS IN INCHES							Diamet.   Length — IN METERS IN FEET AND INCHES	IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet		heating surface in sq. meters in sq. feet	120 8-120	37
19		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
1 H. Hersent & fils	✦	2 Comp. (7.03)	4	20 - 45 8 - 18	30 12	200 220		A. F. Smulders Rotterdam 1903	.....	✦	2 C	2.23 7-4	2.69 8-10	2	2.60 28	94 1011	8.2 120 8-120	A. F. Smulders Rotterdam 1903	Rd. 03	
2 H. Hersent & fils	✦	2 Comp. (7.03)	4	20 - 45 8 - 18	30 12	200 220		A. F. Smulders Rotterdam 1903	.....	✦	2 C	2.23 7-4	2.69 8-10	2	2.60 28	94 1011	8.2 120 8-120	A. F. Smulders Rotterdam 1903	Rd. 03	
3 J. Rosenfeld & Co	.	Comp. (3.02)	2	33.6 - 53 13.3 - 21 PS. 3.02	40.6 16	30 120 125		Schwefel & Howaldt Kiel 1878	.....		2 C	1.57 5-2	1.92 6-4	2			6.33 90	Grosspietsch Strassfurt 1896	Ods. 02 v.c. 02	
4 Navigation Fluviale Roumaine (à Bucarest)	.	2 Comp. (8.99)	4	40 - 63 16 - 25	40 16	350 170		Chantier Danubius Budapest 1899	.....		1 C	3.30 10.10	3.10 10.2	2	4.40 47	152 1634	9 128	Chantier Danubius Budapest 1899	Bdp. 99	
5 Rob. M. Sloman Jr	✦	Tr. Exp. (7.98)	3	57 - 87.6 - 147 22.5 - 34.5 - 58	107 42	310 1200 75		Flensburger Schiffs- werfte Flensburg 1886	.....	✦	2 C	4.01 13-2	3.12 10-3	4	6.56 70.6	351 3771	11 157 3.3-90	Flensburger Schiffs- werfte Flensburg 1886	Hbg 99 v.c. 98	
6 Ste Française Industrielle d'Extrême-Orient	✦	Comp. (6.05)	2	25 - 50 10 - 20	38 15	125 500 220		Chantiers de France Dunkerque 1905	Saig. 5.06	✦	1 C	2.28 7-6	2.69 8-6	2	2.24 23	39 419	7 100	Chantiers de France Dunkerque 1905	Saig. 5.06	
7 Cia Zamorense de Navi- gacion	✦	2 Comp. (7.07)	4	23 - 41 9 - 17	25 10	240 284		G. Ansaldo, Armstrong & Co Sampierdarena 1907	Gn. 7.07	✦	1 C	2.80 9-2	2.90 9-6	1	3.50 38	85 914	8.3 119	G. Ansaldo, Armstrong & Co Sampierdarena 1907	Gn. 7.07	
8 Pacific Coast Co	✦	Tr. Exp. (9.02)	3	41 - 67 - 112 16-26 1/2 - 44 PS. 5.03	84 33	900 118		Risdon Iron Works S. Francisco 1902	P-S. 5.06	✦	2 C	3.28 10-9	3.10 10-2	4	5.58 60	246 2648	12.3 175 10.5-150	Risdon Iron Works S. Francisco 1902	P-S. 9.06	
9 Deutsche Dampfschiff- fahrts-Gesellschaft « Kosmos »	✦	Qu. Exp. (11.93)	4	52 - 75 - 110 - 160 20.5-29.6-43.5-53	107 42	1500 70		Wigham, Richard- son & Co Newcastle o/T. 1893	.....	✦	3 C	3.85 12-7	3.35 11-0	0	12.16 131	39 4299	14 200	Wigham, Richard- son & Co Newcastle o/T. 1893	M-V. 96	
10 R. J. Dunham	✦	Tr. Exp. (5.00)	3	45 - 71 - 119 17.5-28-47	102 40	600 80		Jenks Shipbuilding Co Port-Huron (Mich.) 1900	.....	✦	2 C	3.35 11-0	3.66 12-0	4	7.81 84	288 3100	12.7 181	Jenks Shipbuilding Co Port-Huron (Mich.) 1900	Civ. 00	
11 Societa Ligure-Brasi- liana di Navigazione	✦	Tr. Exp. (8.97)	3	53 - 96 - 155 23 - 37.7 - 61.3	110 43.3	564 1722 72		G. Ansaldo & Co Genes 1892	.....	✦	2 CD	3.52 11-7	5.00 16-5	16	13.60 146	400 4301	11.32 161	G. Ansaldo & Co Genes 1892	Gn. 00 v.c. 97	
12 Koninklijke Paket- vaart Maatschappij	✦	Tr. Exp. (7.02)	3	51 - 79 - 133 20 - 31 - 51 PS. 8.05	107 42	200 1100		Maatschappij de Schelde Flessingue 1890	Btv. 8.05	✦	2 C	4.16 13-8	3.05 10-0	6	9.47 102		11.25 160	Maatschappij de Schelde Flessingue 1890	Btv. 8.05 v.c. 02 P.C. 8.05	

REQ	NAVIRES & CAPITAINES		CLASSIFICATION			ARMEMENT	TONNAGE		PAVILLON	ANNEE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGUEUR	CIRCONF.	FRANC BORDER ET HIVER H.A.N.	PORT	LIEU et DATE de la DERNIERE VISITE
1	2	DATES DU PERMIS LE CAPITAINE DE SON COMMANDEMENT ACTUEL	4	5	6	7	T. R. U.	8	9	10	11	12	13	14	15	16	17	18	
+	13	REDONDO, <i>Aulin</i> (5.02) ELECTR.	I	—	—	2 m	670 432	Amr	02	Craig Shipbuilding Co Toledo	A; hél: 4 comp; welldeck; D. 16m46; R. 8m54; G. (WB. cell.); rp-car. 3.00.	57.30 198-0	11.58 38-0	3.47 11-5	.....	San Francisco	Pr. 1.	3.06	
+	14	REGELE-CARROL-I, <i>Nc- gru.</i> (3.06) ELECTR.	II	3/3, L. 1.1. A & C.P.	1.1.	2 P-A	2369 1790	Rmn	98	Fairfield Shipb. & Engin. Co (Ld Glasgow	A; 2 hél: 9 comp; shaded; R. .R; 6m71; R. 41m92; R. A. 4m42; G. 13m56; (WB. cell. 367 t.; C. A. 27 t.); 1 1/2 p. A; rp. 02; car. 7.07.	106.93 350-10	12.85 42-2	5.67 18-7	47.0 50.0 53 1/2	Constantza	Gltz.	7.37	
+	15	RÉGENCE, <i>Cavosino</i> (4.03) ELECTR. Drague.	I	3/3, R. 1.1.	1.1.	1 m	334 172	Frq	03	A. F. Smulders Rotterdam	A; 2 hél: 9 comp; rp-car. 12.03.	40.00 131-3	7.75 25-5	3.65 12-0	.....	Tunis	Tun.	03	
+	16	REICHSTAG <i>ex-Eduard- Bohlen</i> , ..... (7.94) ELECTR.	I	—	—	B-G 2 P	2098 1319 1771	Alm	89	Biohm & Voss Hamburg	A; hél: 7 comp; D. 24m00; R. 25m50; G. 13m00; WB. cell. 333 t.; 2 p. A; car. 3.94.	94.84 311-2	11.31 37-1	6.27 20-6	.....	Hamburg	Hbg	94	
+	17	REIJNERSZ, <i>Reit.</i> ELECTR. (1.03)	I	3/3, G. 1.1.	1.1.	Glt 2 P-H	641 388	P-B	90	Maatschappij « de Maas » Rotterdam	A; hél: 5 comp; awningd; 1 p. A; 1 p. T; rp. 05; car. 3.05.	50.60 166-8	8.23 27-0	4.03 13-3	.....	Batavia	Btv.	3.05	
+	18	REIJNST, <i>Sexuauer.</i> ELECTR. (10.04)	I	3/3, L. 1.1. A & C.P.	1.1.	Glt 2 P-A	1358 830 950	P-B	96	Maatschappij « de Maas » Rotterdam	A; hél: 6 comp; shaded.; 2 p. T; grp. 04; car. 9.05.	76.20 250-0	10.66 35-0	4.00 13-2	26.0 27 1/2 30 1/2	Batavia	Btv.	9.05	
+	19	REIN, <i>Sandbank.</i> (5.07) 01-01	I	3/3, P. 1.1. A & C.P.	1.1.	2 m	128 73 80	Rss	07	Borg & Mek. Werkstad Borgo	A; hél: 5 comp; R. 7m57; G. 3m00; (WB. C. A. 21; C. R. 31.)	28.84 94-8	6.10 20-0	2.47 8-1	.....	Reval	Hist.	8.07	
+	20	REINA-MARIA-CRISTINA, <i>Fernandez.</i> (3.07) ELECTR.	II	3/3, L. 1.1. A & C.P.	1.1.	1 m 3 P	4818 2136 3752	Esp	80	Wm Denny & Bros Dumbarton	A; hél: 10 comp; D. 6m; R. R. 9m75; R. A. 15m90; (WB. cell. 304 t.); 2 p. A; grp. 01; car. 3.07.	126.3 411-4	14.7 48-2	8.84 29-0	.....	Barcelone	Bth.	3.07	
+	21	REMOLCADOR-S-2, <i>Oden.</i> Remorqueur. (11.07)	I	3/3, R. 1.1. A & C.P.	1.1.	1 m	79 1 78	Esp	07	Wilton's Eng. Co Rotterdam	A; hél: 5 comp.	22.00 72-2	6.00 19-8	2.50 8-2	.....	Huelva	Rd.	11.07	
+	22	RENÉ-ANDRÉ, <i>Adam.</i> Chalutier. (1.06)	II	3/3, P. 1.1.	1.1.	2 m	95 18	Frq	95	Foucheard Nantes	A; hél: 5 comp; 1/2 D. 5m45; G. 5m54; rp-car. 1.07.	26.50 87-0	5.40 17-9	2.44 8-0	.....	Nantes	Nt.	1.07	
+	23	REPUBLIC, ..... (6.01) ELECTR.	I	3/2, L. 1.1. Lakes	1.1.	2 m 1 P-B	2316 1577	Amr	90	Globe Iron Works Cleveland	A; hél: 4 comp; alg. 04.	111.10 364-6	12.19 40-0	6.40 21-0	.....	Republic	Clv.	01	
+	24	REQUIN, <i>Caccinlapi.</i> Drague. (8.01)	I	0/3, R. 1.1.	1.1.	2 m	519 444	Frq	04	Chantiers de Proven- ce Port-de-Bouc	A; hél: 5 comp; p. PP.	50.66 166-2	9.03 29-8	3.48 11-5	.....	Marseille	Mrs.	04	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES								CHAUDIÈRES								DATE DE VISITE DES CHAUDIÈRES	
		SURVEILLANCE SPÉCIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES DIAMÈTRES — EN CENTIMÈTRES EN POUÇES	COURSE des pistons cent. pouces	Force nominale P.che ind. de P.che ind. de	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPÉCIALE	TYPE	ENVELOPPE Diamèt.   Long.	FOYERS NOMBRE sur grille sur face carr. en mètre carr. en pied carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
13	Swayne & Hoyt	✠	Tr. Exp. (5.02)	3	88-64-107 15-23-43 PS.11.05	91 36	900 90	Craig Shipbuilding Co Toledo 1902	Gl. 1.06	✠	2 C	3.75 11-0	3.05 10-0	4 81	7.81 2564	233 180	Kings Foundry & Machine Co Oswego 1902	S-F.1.06 p.c.1.06	
14	Chemins de Fer Rou- mains	✠	2 Tr. Exp. (3.06)	6	60-97-155 23.5-38-61 PS.3.06	91 36	1000 6500 150	Fairfield Shipb. & Engin. Co Ld Glasgow 1898	Glz. 7.07	✠	2 CD (2 C chauf. pé	4.82 15-10 6.23 10-7	20-6 500 19735	52 500	1833 180	12.6 180	Fairfield Shipb. & Engin. Co (Ld) Glasgow 1898	Glz. 7.07 p.c.7.07 v.c.3.06	
15	Direction Générale des Travaux Publics	✠	2 Comp. (4.03)	4	20-45 8-18 PS.12.03	30 12	18 90 200	A. F. Smulders Rotterdam 1903	Tun. 03	✠	1 C	2.90 9-6	3.19 10-6	2 32	3 968	90 120	8.3 120	A. F. Smulders Rotterdam 1903	Tun. 03
16	Deutsche Ost-Afrika Li- nie	✠	Tr. Exp. (7.94)	3	60.5-96.5-160 23.7-37.8-63	107 42	335 1300 72	Blohm & Voss Hamburg 1889	.....	✠	2 CD	3.70 12-1	4.71 15-5	2 142	13.20 4613	419 171	12 171	Blohm & Voss Hamburg 1889	Hbg 94 v.c.94
17	Koninklijke Paket- vaart Maatschappij	✠	Tr. Exp. (1.03)	3	42-67-114 16.6-26.4-45 PS.3.05	84 33	150 600 75	T. Richardson & Sons Hartlepool 1890	Btv.3.05	✠	1 C	4.26 14-0	3.05 10-0	3 55	5.11 160 6.3-90	11.25 160	T. Richardson & Sons Hartlepool 1890	Btv.3.05 v.c.03 p.c.3.05	
18	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (10.04)	3	48-73.5-122 19-29-48 PS.10.04	91.4 36	200 800 80	Maatschappij « de Maas » Rotterdam 1896	Btv.9.05	✠	1 CD	4.04 13-3	4.88 16-0	6 101	9.38 2813	263 160 5.6-80	11.25 160	Maatschappij « de Maas » Rotterdam 1896	Btv.9.05 v.c.04 p.c.9.05
19	J. M. Leemann	.	Comp. (8.07)	2	36-67 14-20.5	46 18	40 150 150	Motala Mek. Werk- stadt Motala 1874	Hlsf.8.07	✠	1 C	2.44 8-0	3.40 11-2	2 20	2.38 650	60 120	8.4 120	Borgâ Mek. Werk- stadt Borgâ 1907	Hlsf.8.07
20	Compañia Trasatlan- tica	✠	Tr. Exp. (3.07)	3	86-145-231 34-57-91 PS.3.07	152 60	614 5700 72	Denny & Co Dumbarton 1889	Bib. 3.07	✠	3 CD	4.30 14-1	5.39 17-8	18 352-7	32.75 9630	895 171	12 171	Denny & Co Dumbarton 1889	Bib.3.07 v.c.3.07
21	Junta de Obras del Puerto	✠	Triple (11.07)	3	25-41-64 10-16-25	38 15	200 150	Wilton's Eng. Co Rotterdam 1907	Rd.11.07	✠	1 C	3.00 9-10	3.00 9-10	2 28	2.60 807	75 171	12 171	Wilton's Eng. Co Rotterdam 1907	Rd.11.07
22	Pellier Frères (Le Mans)	.	Tr. Exp. (1.06)	3	25-38-60 16-15-23.5 PS.1.06	36 14	60 240 250	Vouez fils & Co Nantes 1896	Nt. 1.07	.	1 C N clause	1.95×2.50×2.36 6.5×8.2×7.9	1 34	3.15 1097	102 186	13 186	Niclaue & Co Paris 1896	Nt. 1.07 v.c.1.06	
23	M. A. Hanna & Co	.	Tr. Exp. (6.04)	3	61-97-155 24-32-61	107 42	1500 78	Globe Iron Works Cleveland 1890	Clv. 04	.	2 C	4.27 14-0	3.80 12-6	6 135	12.55 4710	438 160	11.2 160	Globe Iron Works Cleveland 1890	Clv. 04 v.c.04
24	Sté des Grands Travaux de Marseille (R. Margirier)	✠	Comp. (8.04)	2	56-104 22-41	56 22	150 600 140	Ateliers de Provence Marseille 1904	Mrs. 04	✠	2 C	4.75 15-7	3.33 11-1	6 159	14.85 5059	470 114	8 114	Ateliers de Provence Marseille 1904	Mrs. 04



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS			LENGTH	BREADTH	DEPTH	FREEBOARD	PORT OF REGISTRY	LAST SURVEY		
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND					T.	R.			PORT OF BUILDING	PROPELLER	WATERTIGHT COMPARTMENTS	ERRECTIONS ON DECK	WATERBALLAST, DECKS							REPAIRS	
	DATE OF TERM						U.															IN FEET & INCHES
	1	2	3																			
+	25	RESOLU, Sanders.	(2.98)	I	—	—	Glt	58 33 55	Ang	90 V.98	Davie & McKendrick Glasgow	A; h <sub>el</sub> : 4 comp; R. 1m06; (W). C.A. 10 t.; p. PP; rp-car. 2.98.	21.72 71-3	4.57 15-0	2.18 7-2	.....	Cape-Town	Maur. 98				
+	26	REVAL, .....	(7.95)	II	—	—	Glt 1 P-B	695 425 562	Alm	75 V.95	Rostocker Act.-Ges. F. Schiff- & Masch. bau Rostock	F; h <sub>el</sub> : 6 comp; D. 34m20; G. 5m90; p.S; grp.89; ear. 3.97; rp.95.	60.90 199-10	8.39 27-5	4.21 13-7	.....	Stettin	Stt. 97				
.	27	REVEIL, Jonts.	(8.04)	II	3/3,G	1.1.	G3m	415 211 319	Urg	78 V.01	A. Leslie & Co Newcastle o T.	F; h <sub>el</sub> : 4 comp; 1/2 D. 27m73; G. 6m10; (W); 1 p. PP; grp ear. 7.06.	48.59 159-5	7.62 25-0	3.05 10-0	.....	Montevideo	Lvp. 3.07				
+	28	REX, Melsom.	(9.05)	II	3/3,P	1.1.	Glt	112 24 106	Nrw	02 V.05	Nylands Vaerksted Christiania	A; h <sub>el</sub> : 4 comp; 1 p. P; rp-car. 9.05.	27.43 90-0	5.43 17-10	3.17 10-5	.....	Christiania	Ngs. 9.05				
+	29	REX, Öhrwall.	(3.05)	II	3/3,A	1.1.	Glt 1 P-B	1008 750	Sds	77 V.05	Motala Atelier Norrköping	F; h <sub>el</sub> : 6 comp; D. 38m70; G. 5m90; p.S; ear. 8.06; rp.06.	61.5 201-10	8.8 29-0	5.12 16-9	.....	Stockholm	Stkh. 8.06				
+	30	RHAMES, Thompson. ELECTR. 80-03 (12.03) Dragae.		III	3/3,R	1.1.	1 m	1086 641 987	Egp	03	Lobnitz & Co Ltd Roufrew	A; 2 h <sub>el</sub> : 8 comp; D. 10m80; G. 9m40; (W). R. 50 t.; V. 40 t.; 1 p. A.	59.74 196-0	11-95 39-4	4.98 16-4	41 1/2 43 1/2 45 1/2	Port-Said	Gls. 04				
+	31	RHEA, Teigeler. 93-02	(5.04)	I	3/3,G	1.1.	Glt	491 293 369	Alm	92 H.04	Henry Koch Lübeck	A; h <sub>el</sub> : 5 comp; (W). C.A. 29 t; WT. R. 49 t.; 1 p. F; rp.06; ear. 6.06.	48.46 159-4	7.31 24-0	3.61 11-10	.....	Bremen	Lbk 6.06				
+	32	RHEIN, .....	(8.97)	I	—	—	Glt	669 418 475	Alm	97	J. C. Tesklenborg Geestemünde	A; h <sub>el</sub> : 5 comp; D. 32m; G. 6m70; (W). 86 t.; C. A. 26 t.; 1 p. A.	56.33 184-10	7.92 26-0	4.57 15-0	.....	Hamburg	Hbg 00				
+	33	RHENANIA, Lucas. ELECTR.	(5.06)	I	3/3,L	1.1	Glt 2m bsc.	874 655 747	Alm	94 V.00	Flensburger Schiff- bau-Gesellschaft Flensburg	A; h <sub>el</sub> : 5 comp; 1/2 D. 5m48; R. 13m06; G. 6m36; (W). C.A. E. & R. 104 t.; 1 p. A; rp-car. 5.06.	62.46 204-10	10.24 33-7	4.40 14-5	27-0 28 1/2 31 1/2	Köln a Rh.	Rd. 5.06				
+	34	RHIN, Lakkien. ELECTR. Porteur.	(4.02)	I	—	—	1 m	294 98	Chl	02	A. F. Smulders Stikerveer	A; h <sub>el</sub> : 8 comp; 1 p. A.	41.90 137-6	7.00 23-0	3.60 10-11	.....	Valparaiso	Rd. 02				
+	35	RHÔNE, Cesaramo. ELECTR.	(11.99)	I	3/3,L	1.1.	Glt 3 P-S	1398 885 1372	Frq	89 V.99	Wigham Richardson & Co Low-Walker	A-F; h <sub>el</sub> : 5 comp; spard; R. 12m80; R. R. 6m10; (W). C.A. N. 40 t; R. 90 t.; 3 p. PP; rp.03; car. 2.07.	76.63 251-5	9.80 32-2	5.18 17-0	.....	Marseille	Mrs. 2.07				
.	36	RHONE, Cafiero.	(8.04)	II	3/3,G	1.1.	2 m 2 P-B S.	1295 858	Itl	68 H.04	W. Pile & Co Sunderland	F; h <sub>el</sub> : 6 comp; spard. (W). 400 t.; car. 8.04.	76.04 219-6	9.47 30-1	7.35 24-1	.....	Castellamare di Stabia	Alx. 04				

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION			LAST SURVEY	SHELL		Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION								
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						Diamot.   Length — IN METERS IN FEET AND INCHES		NUMBER	grate surface in square feet			Furnaces NUMBER grate surface in square feet	PRESSURE in atmos. in lb. per sq. inch					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
25 R. Stephen	✠	Comp. (2.98)	2	25.5 - 51 10 - 20	30.5 12	15 80	Davie & M'Kendrick Glasgow 1890	.....	✠	1 C	2.13 7-0	2.13 7-0	1	0.75 8		7 100	Lindsay Burnet & Co Glasgow 1890	Maur. 98 v.c. 98						
26 Neue Dampfer-Com- pagnie	.	Comp. (7.95)	2	60 - 121 23.6 - 47.6	63.5 27	90 360 80	Rostocker Act.-Ges. f. Schiff- & Masch. bau Rostock 1875	.....	.	1 C	3.82 12-5	3.85 12-8	2	4.50 49	156 1680	5.06 72	Cie Vulcan Stettin 1889	Stt. 96 v.c. 96						
27 Pfeiff y de la Maria	.	Comp. (8.04)	2	51 - 94 20 - 37 PS. n. 03; v. 3.07	69 27	60 250 60	Black, Hawthorn & Co Gateshead 1878	Lvp. 3.07	.	1 C	3.69 12-0	2.49 8-2	2	3.53 38	136 1460	5.6 80 7-100	John Elder & Co Glasgow 1892	Lvp 3.07 p.c. 3.07 v.c. 04						
28 Aktieselskabet « Rex » (Erling Lund)	✠	Tr. Exp. (9.05)	3	27 - 43 - 73 10.5 - 17 - 28.5 PS. 9.05	51 20	50 280 140	Nyland Værksted Christiania 1902	Ngs. 9.05	✠	1 C	2.87 9-5	2.83 9-5	2	2.69 29	83.51 898	11.6 165	Nylands Værksted Christiania 1902	Ngs. 9.05 v. c. 9.05						
29 Stockholms Ångfartygs Rederi Actiebolag (S. E. Ternström)	.	Tr. Exp. (3.05)	3	42 - 65 - 111 16.6 - 25.6 - 43.7 PS. 3.05	84 33	130 520 69	Motala Iron Works Norrköping 1877 transf. 1889	Stkh. 8.06	.	1 C	3.55 11-8	2.47 9-9	3	3.90 42	118 1267	10.5 150 4.2-60	Lindholmens Mek. Werkstad Göteborg 1889	Stkh. 3.05 v.c. 3.05 p.c. 04						
30 Cie Universelle du Canal Maritime de Suez	✠	2 Tr. Exp. (12.03)	6	33 - 56 - 89 13 - 22 - 35	69 27	182 1000 100	Lobnitz & Co Ld Renfrew 1904	Gls. 04	✠	2 C	4.31 14-3	3.12 10-3	6	11 118	331 3560	11.2 160	Lobnitz & Co Ld Renfrew 1904	Gls. 04						
31 Dampfschiffahrts-Ge- sellschaft « Neptun »	✠	Comp. (5.04)	2	50 - 80 19.6 - 31.5 PS. n. 6.03	55 21.6	300 110	Henry Koch Lübeck 1892	Lbk. 6.06	✠	1 C	3.00 91-0	2.86 9-5	2	2.60 28	99 1064	7 100 7-100	Henry Koch Lübeck 1892	Lbk. 04 v.c. 04 p.c. 04						
32 A. Kirsten	✠	Comp. (8.97)	2	47.5 - 95 18.7 - 37.3	68 27	400 90	J. C. Tecklenborg Geestemünde 1897	.....	✠	1 C	3.70 12-2	3.00 9-10	2	4.05 43	140 1506	8.5 121	J. C. Tecklenborg Geestemünde 1897	Wes. 97						
33 Rhein & Seeschiffahrts- Gesellschaft	✠	Tr. Exp. (5.06)	3	35.5 - 50.5 - 95 14 - 23 - 37.5 PS. 5.06	61 24	550 140	Flensburger Schiff- bau-Gesellschaft Flensburg 1894	Rd. 5.06	✠	2 C	3.07 10-1	2.74 9-0	4	3.80 41	181 1943	12 170	Flensburger Schiff- bau-Gesellschaft Flensburg 1894	Rd. 5.06 v.c. 5.06						
34 Gouvernement Chilien	✠	Comp. (4.02)	2	38 - 75 15 - 29.5	40 15.7	50 250 140	A. F. Smulders Rotterdam 1901	.....	✠	2 C	2.30 7-7	2.90 9-6	2	3.60 33	94 1011	8.25 114	A. F. Smulders Rotterdam 1901	Rd. 02						
35 Cie de Navigation mixte (F. Touache & Co)	✠	Tr. Exp. (11.99)	3	63.5 - 98 - 165 25 - 35.5 - 65 PS. c. 6.07	107 42	309 1236 75	Wigham, Richard- son & Co Low-Walker 1889	Mrs. 6.07	✠	2 C	4.42 14-6	3.20 10-6	8	13.19 142	446 4800	10.5 150 5.6-80	Wigham, Richard- son & Co Low-Walker 1901	N.C. 01 v.c. 99						
36 Gio. Lauro	.	Comp. (8.04)	2	74 - 137 29 - 54	86 34	130 600 65	W. Pile & Co Sunderland 1868	Alx. 04	.	2 C	4.22 13-10	3.15 10-4	6	7.00 75	190 2043	5.2 75	W. Pile & Co Sunderland 1890	Alx. 04 v.c. 04						

SURVEILLANCE SPÉCIALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉMENT	TONNAGE	PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	CIEUX	FRANC BORD ETC. H.A.N.	PORT	LIEU et DATE de la DERNIÈRE VISITE
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						NOMBRE DE PONTS	T. R. U.		PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	EN MÈTRES EN PIEDS & POUCES			en pouces		D'ARMEMENT	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
•	37	RIGA, <i>Rühr.</i> (6.01) Hopper-dredger. ELECTR.	■	—	—	Chl	853 572 511	Rss	01	Wm Simons & Co Ltd Renfrew	A; hël; 5 comp; 1 p. A; G. 5m20.	50.36 194-9	11.00 33-1	4.57 15-0	—	Riga	Glsq. 01		
•	38	RIGA (ex-Princess-Dag- mar), <i>Schmidt.</i> (4.05) ELECTR. 73-83	■■■	3 3/4	1.1.	G3m 1 P-B	462 280 380	Rss	63 11103 V.07	Henderson Renfrew	F; hël; 5 comp; D. 28m18; p. n. 89. grp. 89; rp. 04; car. 4.06.	51.5 169-0	7.3 24-0	3.66 12-0	.....	Riga	Riga 4.06		
✝	39	RIJNDAM, <i>van der Zee.</i> (2.06) ELECTR.	■	3/3, L	1.1.	Glt 4 P-H	12527 7976 6885	P-B	01 V.06	Harland & Wolff Belfast	A; 2 hël; 11 comp; awningd; R. 58m50; (WB. cell. 1847 t; cale 1620 t); 3 1/2 p. A; car. 8.07.	167.66 550-3	18.97 62-3	12.72 41-9	.....	Rotterdam	Rd. 8.07		
✝	40	RIJNSTROOM, <i>Visser.</i> (12.03)	■	3/3, L	1.1.	Glt 2 P	855 444 674	P-B	96 V.03	Rob. Thompson & Sons Sunderland	A; hël; 5 comp; 1/2 D. 14m92; R. 19m86; G. 9m90; (WB. cell. 200 t; C. R. 4 t; C.A. 18 t); 1 p. F; 1 p. PP; rp-car. 12.06.	75.43 247-6	9.54 31-4	4.54 14-11	.....	Amsterdam	Hull 12.06		
✝	41	RINDJANI, <i>de Boer.</i> (6.06) ELECTR. CLAYTON APP.	■	3/3, L	1.1.	2 m 3 P	3127 3720	P-B	06	Koninklijk Milde Schelde Flessinguo	A; hël; 7 comp; D; R; G; (WB. cell. 440 t); 2 p. A; car. 2.07.	120.09 394-0	11.32 47-0	9.07 29-0	63 1/2 69	Rotterdam	Rd. 2.07		
✝	42	RIO-AMAZONAS (ex-Maran- hao), <i>Tiscornia.</i> (8.99)	■	—	—	Glt 2 P-B-S	3171 1819 2670	Itl	91 V.99	G. Ansaldo & Co Sestri-P.	A; hël; 7 comp; spard; D. 12m38; R. 28m; G. 14m20; (WB. cell. 542 t); 1 p. A; 1 p. PP. rp.95; car. 10.99.	95.86 314-6	12.26 40-2	7.80 25-8	.....	Gènes	Gn. 99		
✝	43	RION, <i>Hiden.</i> (11.00) ELECTR. Remorqueur.	■	—	—	1 m	101 58 92	Rss	00	Maskin og Brobyg- gnards Aktiebolaget Helsingfors	A; hël; 6 comp; R. R. 1m62; A. 5m49.	24.43 80-2	5.18 17-0	3.25 10-8	.....	Poti	Ab. 00		
•	44	RIPOSTO (ex-Rydal-Fell), <i>Arcidiacono.</i> (9.06)	■	3/3, M	1.1.	2 m 1 P-B	606 341	Itl	81 V.06	Murdoch & Murray Port-Glasgow	F; hël; 5 comp; D. 9m70; G. 7m; rp- car. 9.06.	54.75 179-8	7.93 26-0	4.92 16-2	.....	Catane	Mss. 9.06		
✝	45	RITA, <i>Meldahl.</i> (4.00) ELECTR.	■	—	—	Glt	530 322 395	Dan	92 V.06	Helsingörs Jernskibs & Maskinbyggeri Elseneur	A; hël; 5 comp; welded; 1/2 D. 26m21; R. 3m79; G. 7m01; WB. E. & B. 68 t; C. A. 18 t; C. R. 19 t); 1 p. A; rp- car. 1.01.	52.01 170-8	8.04 26-4	3.66 12-0	.....	Copenhague	Av. 02		
✝	46	RIVAL, <i>Rühr.</i> (6.07) 04-06	■	3/3, A	1.1.	Glt	570 353 448	Alm	87 V.07	Rostocker Act.-Ges. für Schiff- & Maschi- nenbau Rostock	A; hël; 5 comp; welded; 1/2 D. 34m14; G. 5m64; (WB. E. B. 54 t; cale R. 45 t; C. A. 15 t); 1/2 p. F; 1/2 p. P; rp-car. 6.07.	52.79 173-2	7.96 26-1	3.99 13-1	.....	Kiel	Cash. 7.07		
•	47	RIVE-DE-GIER, <i>Aoustin.</i> (3.06)	■	3/3, L	1.1.	Glt 1 P-B	1161 700 943	Frç	82 V.06	Palmer & Co Newcastle o/T	F; hël; 5 comp; 1/2 D. 9m40; R. 4m63; G. 8m36; (WB. cale A. 150 t; calo R. 126 t; C. R. 17 t); 1 p. F; rp-car. 9.07	72.72 238-7	9.95 32-8	4.99 16-4	24 26 29	La Rochelle	Card. 9.07		
✝	48	ROCHUSSEN, <i>Siepers.</i> (3.01) ELECTR.	■	3/3, L	1.1	2 m 3 P-A	2776 1671 1913	P-B	04	Nederlandsche Scheepslouw Mij Amsterdam	A; hël; 7 comp; shodetdeck; 1 p. A; 2 p. b; (WB. cell. 326 t; car. 12.04.	96.06 315-2	12.59 41-4	6.65 21-10	43 46 48	Batavia	Btv. 04		



ARMATEURS		MACHINES										CHAUDIÈRES										RCC	
		SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	CYLINDRES		CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS		CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES					
19	20	21	22	23	DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces	LIEU & ANNÉE de CONSTRUCTION	27	28	29	30	Diamèt.   Long.	31 32	NOMBRE sur grille en mèt. carr. en pieds carr.	33 34	PRESSION en mèt. carrés en pieds carrés	35 36	37	38				
37	Rigaer Börsen Comité	✠	Comp. (6.01)	2	56 - 112 32 - 44	61 24	Wm Simons & Co Ltd Renfrew 1901	55 600 117	.....	✠	1 CD	3.35 11-0	3.05 10-0	2	7.52 81	239 2571	8.4 120	Wm Simons & Co Ltd Renfrew 1901	Glsq. 01				
38	Rigaer Dampfschiff- fahrts-Gesellschaft	.	Comp. (4.05)	2	61 - 94 24 - 37 PS.n.04; v.4.06	61 24	Felser & Co Riga 1883	80 240	Riga 4.06	.	1 C	3.35 11-0	2.97 9-9	2	3.34 36		5.27 75	Bolderaa-Maschi- nen-Fabrik Bolderaa 1883	Riga 4.06 p.c. 4.06 v.c. 05				
39	Nederlandsch-Ameri- kaansche Stoomvaart Maatschappij	✠	2 Tr. Exp. (10.01)	6	72 - 121 - 198 28.5 - 47.5 - 78 PS. Th. 2.07 PS.B. 2.07	115 57	Harland & Wolff Belfast 1901	1265 7000 77	Hbg. 2.07	✠	{ 3 CD 3 C	4.98 16-4	5.33 3.20 10-6	35 639	2157 23199	12.6 180	Harland & Wolff Belfast 1901	Rd. 11.06 v.c. 2.06					
40	Hollandsche Stoomboot- Maatschappij	✠	Tr. Exp. (12.03)	3	51 - 84 - 140 20 - 33 - 55 PS.n.06; v.12.06	91.4 36	Geo. Clark Ltd Sunderland 1896	180 1400 100	Hall 12.06	✠	2 C	4.42 14-6	3.20 10-6	6	11 119	374 4022	11.2 160 5.6-80	Geo. Clark Ltd Sunderland 1896	Am. 6.05 v.c. 03 p.c. 6.05				
41	Rotterdamsche Lloyd (W. Ruys & Zonen)	✠	Triple (6.06)	3	72 - 122 - 208 28.5 - 48 - 82 PS. 2.07	152 60	Koninklijke Mij de Schelde Flessingue 1906	3000 70	Rd. 2.07	✠	{ 2 CD 2 C	3.96 13-0	5.82 19-1 3.50 11.6	18 253	23.52 10138	913 200	14	Koninklijke Mij de Schelde Flessingue 1906	Rd. 6.07				
42	Società Ligure Brazy- liana di Navigazione	✠	Tr. Exp. (8.93)	3	58 - 96 - 156 23 - 37.7 - 61.3	110 43.3	G. Ansaldo & Co Sampierdarena 1891	350 1350 72	.....	✠	2 CD	3.52 11-6	5.00 16-4	8 146	13.60 4301	400 161 5.6-80	11.3 161	G. Ansaldo & Co Sampierdarena 1891	Gn. 00 v.c. 99				
43	Gouvernement Impérial de Russie	✠	Comp. (11.00)	2	38 - 72 15 - 28	43 17	Maskin og Brobyg- gnards Aktiebolaget Helsingfors 1900	250 150	.....	✠	1 C	3.10 10-2	3.05 10-0	2	3 32	85 915	8 120	Maskin og Brobyg- gnards Aktiebolaget Helsingfors 1900	Abo 00				
44	A. Fragalà	.	Comp. (9.06)	2	56 - 113 22 - 44.5	84 33	Dunsmuir & Jack- son Glasgow 1881	350	Mss. 9.06	.	1 C	3.80 12-6	3.05 10-0	3	4.37 47	130 1398		Soc. An. Cooperativa di Sampierdarena Genes 1906	Mss. 9.06 v.c. 9.06				
45	Det Forenede Damp- skibs-Selskab	✠	Comp. (4.00)	2	48 - 89 19 - 35	53 21	Helsingörs Maskin- byggeri Elseneur 1892	55 260 100	.....	✠	1 C	3.18 10-9	3.0 9-10	2	3.29 35	93 1000	7 100 7-100	Helsingörs Maskin- byggeri Elseneur 1892	Cph. 01 v.c. 00				
46	Paulsen & Ivers	✠	Tr. Exp. (6.07)	3	31 - 45 - 78 12-17.7-30.7 PS.n. 6.07	59 19.6	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock 1887	70 280 138	Fish. 6.07	✠	2 C	2.35 7-8	2.71 8-11	2	3.50 38	101 1090	11 157	Flensburger Schiff- bau-Gesellschaft Flensburg 1899	Fish. 6.07 v.c. 6.07				
47	d'Orbigny, Faustin & Co	.	Comp. (3.06)	2	76 - 145 30 - 57 PS.n. 11.05	91.4 36	Palmer & Co Jarrow o/T. 1882	160 640 70	L-R. 3.06	.	1 C	4.75 15-7	3.27 10-9	3	6.65 72	180 1940	5.5 78 7-100	Palmer & Co Yarrow o/T. 1882	L-R. 3.06 p.c. 05 v.c. 3.06				
48	Koninklijke Paketvaart Mij	✠	Tr. Exp. (3.04)	3	60 - 94 - 160 23.5 - 37-63	110 43	Nederlandsche Fa- briek van Werk- tuigen Amsterdam 1904	400 2000 85	Riv. 01	✠	3 C	3.68 12-1	3.66 12-0	6	11.55 122	165 5009	12 170	Nederlandsche Fa- briek van Werk- tuigen Amsterdam 1904	Riv. 04 p.c. 04				



ROS																																
SPECIAL SURVIVAL	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN FEET & INCHES	DEPTH IN FEET & INCHES	PRIME BOARD SUMMER WINTER WATER	PORT OF REGISTRY	LAST SURVEY												
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.																						
	DATE OF TERM																															
	1	2	3	4	5	6															7	8	9	10	11	12	13	14	15	16	17	18
+	49	ROCKLIGHT, <i>Welch</i> . <i>ELECTR.</i> (9.01) Petrol. in bulk.	Ⓡ.R.	—	—	—	B-G 3m 2 P	3224 2133 2313	Ang	82 V.01	Oswald Mordaunt & Co Southampton	A-F; <i>hél</i> ; 14 comp; (WB. E. & B. 101 t; C.A.); 1 p. F; rp-car. 5.03.	95.10 312 0 ligne de load	12.32 40-5 charge line	8.84 29-0 6m90 227 ½	.....	Londres	Am. 03														
+	50	ROITELET, <i>Royer</i> . (3.03)	I	3/3, G	1.1.	—	Glt	110 50	Frç	88 V.03	Canada Works Birkenhead	A; <i>hél</i> ; 4 comp; ½ D. 3m66; ½ G. 3m66; p. A; rp-car. 5.03.	27.50 90-3	5.50 18-1	2.36 7-9	.....	Nantes	Nt. 03														
+	51	ROLF, <i>Olsen</i> . (7.07)	Ⓡ.R.	3/3, L	1.1.	—	2 m	1916 1202 1689	Dan	03 V.07	Helsingörs Jern- skibsyggeri Elseneur	A; <i>hél</i> ; 5 comp; D. 4m88; R. 50m60; G. 7m93; (WB. cell. 507 t; C. R. 61 t; C. N. 31 t.); car. 7.07; rp. 07.	85.40 280 2	12.26 40-3	5.49 18 0	29½ 33 35	Copenhagen	Rd. 7.07														
+	52	ROLF, <i>Petersen</i> . (7.98) <i>Drague.</i>	I	—	—	—	1 m	237 96 211	Dan	98	Kjöbenhavn's Flyde- dok & Skibsværft Copenhagen	A; <i>hél</i> ; 4 comp	36.90 121-0	8.26 27-0	2.65 9-11	.....	Copenhagen	Cph. 98														
+	53	ROMA, <i>v. Thun</i> . (4.05)	I	3/3, L	1.1.	—	2 m	1507 937 1244	Dan	05	J. Smit Czn Alblasserdam	A; <i>hél</i> ; 5 comp; ½ D. 23m17; D. 4m27; R. 32m92; G. 8m54; (WB. cell. 449 t; C. R. 42 t.); 1 p. A; car. 3.07.	76.20 250-0	11.42 37-6	5.69 18-8	13 16 18	Copenhagen	Cph. 3.07														
+	54	ROMA, <i>Pavy</i> . (1.07) <i>ELECTR.</i>	I	3/3, L	1.1.	—	Glt 3 P-S	5283 2867 4433	Frç	02 V.07	Forges & Chantiers La Seyne	A; <i>hél</i> ; 8 comp; <i>spard</i> ; D. 17m60; R. 32m13 & 15m10; G. 19m30; (WB. cell. 718 t.); rp-car. 1.07.	125.28 411-1	14.04 46-1	8.72 28 7	.....	Marseille	Mrs. 1.07														
+	55	ROMANIA, <i>Tantu</i> . (2.05) <i>ELECTR.</i>	Ⓡ.R.	3/3, L	1.1.	—	2 m 2 P-A	3152 1328 2815	Rmn	05	Chantiers de la Loire St-Nazaire	A; 2 <i>hél</i> ; 6 comp; <i>shadedeck</i> ; R. 9m70. Sm90, 38m75; (WB. cell. 284 t; C. N. 40 t.); 1 ½ p. A; car. 7.07.	108.80 357-0	12.78 41-11	8.37 27-6	.....	Constantza	Gltz. 7.07														
+	56	ROMANIA, ..... (6.00) <i>Drague.</i> <i>ELECTR.</i>	I	—	—	—	—	420	Rmn	00	Werf Conrad Haarlem	A; <i>hél</i> ; 7 comp; 1 p. A.	42.00 137-10	9.00 29-6	3.95 13-0	.....	Constantza	Am. 00														
+	57	ROMNY ( <i>ex-Adler</i> ), <i>Zihrul</i> . (4.04) 92-02	II	3/3, G	1.1.	—	G3m 2 P	654 351 588	Rss	57 III-05	Palmer Bros & Co Newcastle o/T.	F; <i>hél</i> ; 6 comp; ½ D. 17m70; alg. 66; rp.03; car. 9.04.	62.82 206-1	8.00 26 3	4.62 15-2	.....	Libau	Lib. 3.05														
+	58	ROSA, <i>Persson</i> . (7.06)	II	3/3, G	1.1.	—	Glt	938 688	Sds	70 V.06	Denton Gray & Co West-Hartlepool	F; <i>hél</i> ; 5 comp; <i>acellid</i> ; ½ D. 21m34; R. 12m80; G. 7m85; (WB. 153 t.); p P; grp. SS.94; rp-car. 7.05.	67.38 221 0	8.66 28 4	5.49 18-0	.....	Sölvesborg	Gln. 7.06														
+	59	ROSARIO-D.-Nº-1, ..... <i>ELECTR.</i> (11.03) <i>Drague.</i>	Ⓡ.R.	3/3, R	1.1.	—	1 m	500 224	Arg	63	A. F. Smulders Rotterdam	A; 2 <i>hél</i> ; 10 comp.	47.50 150-1	9.30 30 6	4.00 13 2	.....	Rosario	Rd. 03														
+	60	ROSARIO-D.-Nº-2, ..... <i>ELECTR.</i> (12.03) <i>Drague.</i>	Ⓡ.R.	3/3, R	1.1.	—	1 m	784 314	Arg	03	L. Smit & Zoon Kinderdijk	A; <i>hél</i> ; 10 comp.	60.00 196 10	9.80 32 2	4.10 13-6	.....	Rosario	Rd. 03														

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS							LAST SURVEY		
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		BUILDERS	LAST SURVEY		SHELL		FURNACES		MAKERS	LAST SURVEY				
					DIAMETERS	STROKE				Diamet.   Length	NUMBER	heating surface	PRESSURE			PORT AND DATE of CONSTRUCTION			
																		IN CENTIMETERS IN INCHES	in centim. in inches
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
49	Shell Transport & Trading Co Ltd (Samuel & Co)	✠	Tr. Exp. (9.01)	3	57 - 94 - 155 22.5 - 37 - 61 PS.n.5.03	99 39	250 1200	Oswald Mordaunt & Co Southampton 1889	.....	✠	3 C	3.79 12-5	3.33 10-11	6 135	12.54 165 5.6-80	11.57 165 5.6-80	Oswald Mordaunt & Co Southampton 1889	Am. 03 v.c. 01	
50	de la Brosse & Fouché	✠	Comp. (2.03)	2	31 - 66 12 - 26 PS. 5.03	41 16	35 140 140	Canada Works Birkenhead 1888	.....	•	1 C	2.64 8-8	2.56 8-5	2 26	2.42 634	59 100	7 100	de la Brosse & Fouché Nantes 1901	Nt. 03 v.c. 03
51	Dampskibs-Selskabet « Danmark » (Thos. Sonne & Co)	✠	Tr. Exp. (7.07)	3	48 - 81 - 135 19 - 32 - 53 PS. 10.07	91 36	191 800 73	Helsingors Maskin- byggeri Elseneur 1902	Rd. 7.07	✠	2 C	3.96 13-0	3.05 10-0	3 68	6.34 3050	283 180 7-100	12.6 180 7-100	Helsingors Maskin- byggeri Elseneur 1902	Rd. 7.07 p.c. 7.07 v. c. 7.07
52	Aktieselskabet Ny- Kalkbraenderi	✠	Comp. (6.98)	2	38.4 - 67 15-26	33 13	37 160 150	Howaldtswerke Kiel 1898	.....	✠	1 C	2.74 9-0	2.50 8-4	2 21	2 637	59 120	8.44 120	Kjöbenhavns Fly- dedok & Skibsværft Copenhagen 1898	Cph. 98
53	Dampskibs-Selskabet « Mercur »	✠	Tr. Exp. (4.05)	3	52 - 84 - 137 20.5 - 33 - 54 PS. 3.07	91 36	1125 900 70	Mij de Schelde Flessingue 1905	Cph. 3.07	✠	2 C	3.81 12-6	2.10 10-2	4 78	7.25 3022	281 180	12.6 180	Mij de Schelde Flessingue 1905	Rd. 4 05
54	Cie Française de Navi- gation à Vapeur (Cyp. Fabre & Co)	✠	Tr. Exp. (1.07)	3	99 - 150 - 230 39 - 59 - 90.5 PS. 1.07	130 51.5	1125 4500 86	Forges & Chantiers Marseille 1902	Mrs. 1.07	✠	6 C	4.68 15-4	3.52 11-7	18 495	46 15184	1440 160 11-160	11.2 160 11-160	Forges & Chantiers La Seyne 1902	Mrs. 1.07 p.c. 1.07 v.c. 1.07
55	Chemins de fer Rou- mains	✠	Tr. Exp. (3.05)	6	62 - 98 - 164 24.5-38.5-64.5	100 39.5	1625 6500 145	Ateliers de la Loire St-Denis 1905	Gltz 7.07	✠	5 C	5.22 17-2	3.42 11-3	20 525	48.84 17193	1599 178 12.5-178	12.5 178 12.5-178	Ateliers de Penhoët St-Nazaire 1905	Gltz 7.07 p. c. 7.07
56	Gouvernement Roumain	✠	2 Comp. (6.00)	4	53 - 84 21 - 33	45 18	140 550 165	Gebr. Stork & Co Hengelo 1900	.....	✠	2 CD	3.00 9-10	3.05 10-0	3 86	8 1078	100 90	6.33 90	Gebr. Stork & Co Hengelo 1900	Am. 00
57	N. Schnobel	•	Comp. (3.05)	2	66 - 132 26-52 PS. n. 9.04	91.4 36	100 450 60	Day & Summer Southampton 1881	Lib. 3.05	•	1 C	4.19 13-9	2.93 9-8	3 58	5.39 1726	160 45 4.2-60	3.15 45 4.2-60	Day & Summer Southampton 1881	Lib. 3.05 v.c. 3.05 p.c. 3.05
58	Otto Bank	•	Comp. (7.06)	2	68.5 - 127 27 - 50 PS. 7.03	91.4 36	100 400	Richardsons Works Hartlepool 1870	Crh. 7.06	•	1 C	4.00 13-2	3.10 10-2	3 54	5.00 1500	139.50 60 2.8-40	4.20 60 2.8-40	..... .....	Crh. 7.06 p.c. 7.06 v.c. 7.06
59	H. Hersent & Fils	✠	2 Comp. (11.03)	4	42 - 85 16.5-33.5	50 19.5	70 350 135	A. F. Smulders Rotterdam 1903	.....	✠	2 C	3.00 9-10	3.30 10-10	4 86	8.00 2580	240 118	8.2 118	A. F. Smulders Rotterdam 1903	Rd. 03
60	H. Hersent & Fils	✠	Tr. Exp. (12.03)	3	41 - 64 - 110 16-25-43.5	60 23.5	115 550 115	L. Smit & Zoon Kinderdijk 1903	.....	✠	2 C	3.50 11-6	3.00 9-10	4 76	7.09 2688	250 157	11 157	L. Smit & Zoon Kinderdijk 1903	Rd. 03

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR		LONGUEUR	LARGUEUR	CREUX	FRANC ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL			DATE DU TERME				T.	R.			U.	PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	EN MÈTRES							EN PIEDS & POUCES
	1	2	3	4	5	6		7	8			9										
✠	61	ROSARIO-D.-N°-3, ..... ELECTR. Drague. (2.04)	■	3/3, R	1.1.	1 m	784 334	Arg	04	L. Smit & Zoon Kinderdijk	A; hél; 10 comp.	60.00 196-10	9.80 32-2	4.10 13-6	.....	Rosario	Rd. 04					
✠	62	ROSARIO-D.-N°-4, ..... ELECTR. Drague. (9.04)	■	3/3, R	1.1.	1 m	784 334	Arg	04	L. Smit & Zoon Kinderdijk	A; hél; 10 comp.	60.00 196-10	9.80 32-2	4.10 13-6	.....	Rosario	Rd. 04					
•	63	ROSSIA (ex-Congal), Schapowalow. (5.06)	■	3/3, M	1.1.	2 m 1 P-B	1413 865	Rss	79 V.06	W. Doxford & Sons Sunderland	F; hél; 5 comp; well; R. 22m20; R. A. 7m40; (WB. 108 t; T. 238 t; C. R. 45 t; C. R. 38 t.); car. 9.07.	77.16 253-2	10.10 33-2	5.41 17-9	.....	Taganrog	Ods. 9.07					
✠	64	ROSSUM, ..... (5.01) ELECTR. Drague.	■	3/3, R	1.1.	1 m	628 —	P.B	04	L. Smit & Zoon Kinderdijk	A; hél; 9 comp; rp-car. 3.05.	52.00 180-6	9.00 29-6	4.20 13-9	.....	Rotterdam	Rd. 3.05					
✠	65	ROTTERDAM, Sparre- ELECTR. boom. (8.07) Drague.	■	3/3, R	1.1.	1 m	515 510	Chl	07	Witlons Engin. & Slipway Co Rotterdam	A; 2 hél; 7 comp; 1 p. A.	59.00 164-9	9.00 29-6	3.75 12-4	.....	Valparaiso	Rd. 8.07					
✠	66	ROTTERDAM, ..... (3.00) ELECTR. Petrol. in bulk.	⊙	—	—	4.3m 2 P-T	4140 2635 3589	P.B	95 V.00	Palmer's Shipbs & Iron Co Ltd Jarrow o/T.	A; hél; 24 comp; D. 65m23; R. N. 5m79; G. 13m41; (WB. E.B. 240 t; C. A. 107 t; C. R. 86 t.); 2 p. A; grp. 98; car. 5.01.	107.73 360-0	14.17 46-6	9.17 30-1	.....	Rotterdam	Rd. 01					
✠	67	ROUBAISIEU, Mulart. Chalutier. (8.99)	■	—	—	2 m	71 61	Frç	98	E. Lucas & Co Dieppe	A; hél; 4 comp; car. 8.99.	19.23 63-1	5.58 18-3	2.90 9-6	.....	Boulogne s/Mer	Dp. 99					
✠	68	ROYAL, Wessels. (5.04)	■	3/3, L	1.1.	6lt 2 P-S	1446 911 1385	Alm	52 III 04	Act. Ges. « Neptun » Rostock	A; hél; 5 comp; spard; D. 59m74; R. 5m79; R. R. 3m35; G. 9m43, (WB. cell. 355 t.); 1 p. F; rp-car. 4.07.	73.15 240-0	10.92 35-10	4.88 16-0	68 70½ 72½	Kiel	Ld. 4.07					
✠	69	ROYAL-SCEPTRE, Turret. Burgess. (10.06) 89-06	■	3/3, L	1.1.	2 m	3838 2435 3131	Ang	06	W. Doxford & Sons Ltd Sunderland	A; hél; 7 comp; D. 9m70; G. 9m32; (WB. cell. 1016 t; C. R. 23 t.); 1 p. A. car. 4.07.	106.73 350-2	15.27 50-1	6.84 22-5	129½ 134	Newcastle/T.	Ld. p. 4.07					
✠	70	ROYALIST, Tierney. Turret. 87-03 (3.01)	■	—	—	6lt 2 P-B	3188 2025 2844	Ang	95 V.01	W. Doxford & Sons Ltd Sunderland	A; hél; 7 comp; G. 11m58; R. N. 9m44; (WB. cell. 843 t; C. R. 40 t.); 2 p. A; car. 7.96.	103.63 340-0	13.84 45-6	7.24 23-5	.....	London	S-F. 03					
✠	71	ROYAUME-DE-BELGIQUE, Tulpinckx. (5.99) Remorqueur.	■	—	—	1 m bsc	49 —	Blg	99	Sté An. des Ateliers, Forges & Acieries Bruges	A-F; hél; 4 comp; p. F.	19.80 65-0	4.30 14-1	2.35 7-9	.....	Bruxelles	Brug. 99					
✠	72	RUBIS, Van Glubbeke. 01-03 (5.05)	■	3/3, P	1.1.	2 m	633 388	Blg	97 V.05	Société J. Cockerill Hoboken	A; 2 hél; 5 comp; ½ D. 19m52; R. 2m50; G. 9m15; 1 p. A; rp. 05; car. 5.07	65.00 213-3	8.50 27-11	4.00 13-2	37½ 39 41	Anvers	Av. 5.07					

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										SURVEILLANCE ECLAIRE	TYPE	ENVELOPPE	FOYERS	NOMBRE	surf. de chauffe en mètres carrés ou en pieds carr.	PRESSION en m <sup>2</sup> carr. ou en pieds carr.	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES									
19	20		21	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale en chevaux vapeur	NOMBRE de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	TYPE	Diamètre	Long.	NOMBRE	surf. de chauffe en mètres carrés ou en pieds carr.	PRESSION	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES																				
							DIAMÈTRES	COURSE														LIEU & ANNÉE											DATE	TYPE	Diamètre	Long.	NOMBRE	surf. de chauffe	PRESSION	CONSTRUCTEURS	LIEU & ANNÉE
22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38																									
61	H. Hersent & Fils.	✠	Tr. Exp. (2.04)	3	41-61-110 16-25-43.5	60 23.5	550 115	L. Smit & Zoon Kinderdijk 1903	Rd. 04	✠	2 C	3.50 11-6	3.00 9-10	4	7.00 76	250 2688	11 157	L. Smit & Zoon Kinderdijk 1903	Rd. 04																						
62	H. Hersent & Fils	✠	Tr. Exp. (9.04)	3	41-61-102 16-24-40	61 24	550 115	L. Smit & Zoon Kinderdijk 1904	Rd. 04	✠	2 C	3.05 10-0	3.05 10-0	4	5.76 62	166 1785	11.2 160	Machine Fabriek Kinderdijk 1904	Rd. 04																						
63	A. Parentino	•	Comp. (5.06)	2	58-127 23-50	99 39	150 750 58	W. Doxford & Sons Sunderland 1879	Pir. 5.06	•	2 C	3.66 12-0	2.90 9-6	4	8.00 86	250 2687	7.7 110	Nylands Werkstad Christiania 1902	Pir. 5.06 v.c.5.06																						
64	van der Hoeven & de Vries	✠	Tr. Exp. (5.04)	3	54-58-88 13.5-21-34.5	52 20.5	425 145	Mij « De Schelde » Flessingue 1904	Rd. 04	✠	2 C	3.50 11-6	3.13 10-3	4	6.97 75	230 2476	11.2 160	Mij « De Schelde » Flessingue 1904	Rd. 04																						
65	Gouvernement Chilien	✠	2 Comp. (8.07)	4	33-66 13-20	66 18	400 170	Wilton's Engineer- ing Co Rotterdam 1907	Rd. 8.07	✠	.....	3.30 10-10	3.00 9-10	4	6.97 75	180 1937	8.2 118	Wilton's Engineer- ing Co Rotterdam 1907	Rd. 8.07																						
66	American Petroleum Co	✠	Tr. Exp. (3.00)	3	72-117-191 28.5-46-75	122 48	500 2400 70	Palmers Shpgs & Iron Co Ld Jarrow o/T. 1895	.....	✠	4 C	4.49 14-9	3.05 10-0	12	24 259	730 7860	11.2 160 7-100	Palmers Shpgs & Iron Co Ld Jarrow o/T. 1895	Rd. 06 v.c.00																						
67	Société des Pêcheries du Pas-de-Calais (H. Se- met & Co)	✠	Comp (8.99)	2	32-60 12.7-23.0	40 15.8	140 130	E. Lucas & Co Dieppe 1898	.....	✠	1 C	2.50 8-2	2.70 8-10	2	2.40 26	60 645	9 129 8.4-120	Sté An. de Construc- tion et de galva- nisation, Anzin 1899	Dp. 91 v.c.99																						
68	Paulsen & Ivers	✠	Tr. Exp. (5.04)	3	42-65-106 16.5-25.6-41.7 PS. c.4.07	80 31.5	550 90	Act.-Ges. «Neptun» Rostock 1892	Ld. 4.07	✠	2 C	3.10 10-2	2.95 9-8	4	4.50 48	185 1991	12 170	Act.-Ges. «Neptun» Rostock 1892	Ld. 4.07 v.c.04																						
69	James L. Knott	✠	Tr. Exp. (10.06)	2	68-104-170 25-41-67	114 45	321 1450 66	W. Doxford & Sons Ld Sunderland 1906	N.C. 10.06	✠	2 C	4.95 16-3	3.35 11-0	6	11.14 120	479 5157	11.2 160	W. Doxford & Sons Ld Sunderland 1906	N.C. 10.06																						
70	Angier Line Ld	✠	Tr. Exp. (3.01)	3	66-107-172 26-42-68	107 42	350 1600 69	Wm Doxford & Sons Ld Sunderland 1895	.....	✠	2 CD	3.66 12-0	4.88 16-0	8	12.20 132	474 5109	11.2 160 6.3-90	Wm Doxford & Sons Ld Sunderland 1895	S-F. 01 v.c.01																						
71	Soc. an. du Canal & des Installations Maritimes	✠	Comp. (5.99)	2	25-45 10-18	30 12	25 100 160	Société anon. Mar- cinello & Couillet Couillet 1899	.....	✠	1 C	2.20 7-3	2.80 9-2	1	1.57 17	50 528	9.5 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99																						
72	Sté Anon. John Cockerill	✠	2 Tr. Exp. (5.05)	6	42-62.5-95 16.6-24.6-37.3 PS. 5.07	65 25.6	388 1550 166	Sté John Cockerill Seraing 1897	Av. 5.07	✠	3 C	3.50 11-6	2.96 9-9	6	8.80 95	332 3570	11.5 164	Sté John Cockerill Seraing 1897	Av. 5.05 v.c.5.05																						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	PRE- (SUMMER WINTER W.N.A.) BOARD	PORT OF REGISTRY	LAST SURVEY		
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.			PORT OF BUILDING		PROPELLER WATERTIGHT COMPARTMENTS ERRECTIONS ON DECK WATERBALLAST, DECK REPAIRS									
	DATE OF TERM								U.															
	1	2	3	4	5	6			7	8			9	10	11								12	
	73	RUDI (ex-Kopernikus), ..... (7.02)	I	—	—	Glt	415 243 371	Brs	S5 V.02	85	Georg Howaldt Kiel	F; hél: 6 comp; R. 10m50; (V.V. E. & B. 38 t; C. A. 4 t; C. R. 6 t.); 1 p. F; car. 7.02.	48.40 159-0	7.30 24-0	3.92 12-10	.....	Itajahy	Hbg 02						
✦	74	RÜGEN, Peters. (5.94)	I	—	—	Glt	226 101 191	Alm	S5 V.94	85	Vorm. Möller & Hol- berg Stettin	A; hél: 5 comp; (V.B. cales A. & R. 70 t.); p. Cp; alg. SS.94.	39.84 130-7	6.78 22-0	3.09 10-2	.....	Greifswald	Stt. 94						
✦	75	RUNA, Lindgren. (5.07)	III	3/3, G A.&C.P.	1.1.	Glt	327 231 286	Sds	89 V.07		Gothembourg Mek. Werkstad Gothembourg	A; hél: 5 comp; R. 45 t; (WT. cale A. 70t; C. R. 4t.); p. P; grp. 07; car. 5.07.	38.40 126-0	6.80 22-4	4.10 13-6	.....	Gothembourg	Got. 5.07						
	76	RURIK (ex-Peter-Stahle, Anton. (6.03)	II	—	—	Glt	743 556 453	Rss	73 V.02		Davison & Stokes Sunderland	F; hél: 5 comp; R. 17m07; G. 6m71, (V.B. 180 t; A. 20m57; R. 12m80); p. P; alg. 79; grp. SS.82; rp-car. 11.01.	61.87 203-0	8.26 27-1	4.14 13-7	.....	Odessa	Ods. 04						
	77	RURIK, Gräslund. (9.05)	III	3/3, P	1.1.	Glt	335 270 249	Sds	86 V.05		O. Brodin Gefle	A-F; hél: 6 comp; awningd; 2 p. P. (WT. cale A. 60 t.); alg. SS.4.92; grp. 93; car. 10.07; rp. 07.	45.40 149-0	7.40 24-3	3.24 10-8	.....	Stockholm	Lbk. 10.07						
	78	RUSS (ex-Benedict), Stollenberg. (10.96)	I	—	—	Glt	1172 740 782	Rss	80 V.96		W. H. Potter & Son Liverpool	F; hél: 5 comp; weld. 1/2 D. 21m64; R. 15m54; G. 6m54; (WT. cale A. 120 t; R. 109 t.); 1 p. F; rp-car. 10.96.	61.9 203-0	9.8 32-5	4.36 14-4	.....	St-Peters- bourg	Cph. 96						
✦	79	RUSSIA, Poulsen. (4.06) 86-06	I P.R.	3/3, A A.&C.P.	1.1.	Glt	1617 1222 1228	Dan	89 V.06		Helsingør Jernskibs & Maskin Byggeri Elsinore	A; hél: 6 comp; D. 46m94; G. 8m54; (V.B. 324 t; C. A. 32 t; C. R. 35 t.); 1 p. A; rp-car. 11.07.	78.5 260-0	10.7 35-10	5.09 18-0	24 27 29 1/2	Copenhagen	Cph. 11.07						
✦	80	RUSSIAN-PRINCE, ELECTR. Davison. (2.04) 94-98 Petr. in bulk or dry cargoes	I	3/3, L A.&C.P.	1.1.	G 3 m 2 P-T	2716 2102 2702	Ang	88 V.04		Sir W. G. Armstrong, Mitchell & Co Low-Walker	A-F; hél: 12 comp; R. R. 9m14; (V.B. E & B. 176 t; WT. cale A. 453 t; C. A. 141 t.); 2p. A; grp. 04; rp. 05; car. 7.07.	94.5 310-0	12.2 40-2	8.61 28-3	82.0 86 1/2 88 1/2	Newcastle o/T	Phid. 7.07						
✦	81	RUSSIE, Longeon. ELECTR. (10.06)	I	3/3, L A.&C.P.	1.1.	Glt	1934 746 1680	Frç	97 V.06		Sunderland Ship- building Co Sunderland	A; hél: 6 comp; spard; D. 15m24; R. 7m93; G. 12m19; (V.B. cell. 111 t.); grp. 01; rp. 05; car. 10.06.	85.28 278-9	11.19 36-9	7.91 26-0	.....	Marseille	Mrs. 10.06						
	82	RUSSLAND (ex-King-Er- min), Bokman. (9.04) 81-04	II	3/3, G	1.1.	2 m 1 P-B	1054 777 760	Sds	72 V.04		M. Pearse & Co Stockton o/Tees	F; hél: 5 comp; weld. D. 12m; G. 8m50; (V.B. 219 t; C. R. 12 t.); grp. 04; car. 8.05.	68.88 226-0	9.33 30-7	5.11 16-9	.....	Oscarshamn	Osch. 8.05						
	83	RUTH (ex-Ethel), Pettersson. (9.07)	II	3/3, G	1.1.	2 m 1 P-B	869 596	Sds	78 V.07		C. Mitchell & Co Newcastle-o/T.	A; hél: 5 comp; D. 8m15; R. 12m70; G. 8m15; (V.B. 220 t.); grp-car. 9.07.	64.16 210-6	9.14 30-0	5.25 17-3	.....	Gothembourg	N-C. 9.07						
	84	RUTH, Boritz. (12.06)	III	3/3, G A.&C.P.	1.1.	Glt	374 260 295	Sds	89 V.06		Metala Works Gothembourg	A; hél: 5 comp; 1/2 D. 13m; R. 10m; (V.B. E. & B. 65 t; C. R. 5.5 t.); rp. 06; car. 12.06.	40 4 132-5	7.1 23-2	3.90 12-8	.....	Gothembourg	Got. 12.06						

N. B — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rule s

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	SHELL Diamet.   Length — IN METERS IN FEET AND INCHES				Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						NUMBER	grate surface in sq. meters in sq. feet			PRESSURE in sq. meters in sq. feet				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
73	J. Bauer	.	Comp. (7.02)	2	53 - 86 21 - 34 PS. 7.03	60 23.6	60 240	Gebr. Howaldt Kiel 1885	.....	✕	2 C	2.00 6-7	2.37 7-9	2	2.00 21-5	73 785	5.34 76	Howaldtswerke Kiel 1893	Hbg. 03 v. c.02	
74	Heinr. Spruth	✕	Comp. (5.94)	2	46 - 80 18 - 31.5	52 20.5	260 120	J. Kesseler Greifswald 1885	.....	✕	1 C	3.00 9-10	3.24 10-7	2	3.53 38	115 1235	6.5 92	Vorm. Möller & Hol- berg Stettin 1894	Stt. 94 v. c.94	
75	Ångfartygs Aktie bolaget « Godhem » (Th. Ahrenberg)	.	Comp. (5.07)	2	41 - 71 16.3 - 28 PS. 5.07	49 19.3	45	Göteborgs Mekaniska Werkstad Göteborg 1889	Got. 5.07	.	1 C	2.64 8-8	2.71 8-11	2	2.23 24	65 700	5.62 80	Göteborgs Mekaniska Werkstad Göteborg 1889	Got. 5.07 v. c.5.07	
76	Siegfried E. Aschkenazy	.	Tr. Exp. tand. (6.02)	4	2x25.4-56-91.4 2x10-22-36 PS. n. 6.02	84 33	72 350 68	Ousburn Engineering Works Newcastle 1873 converted 1888	Ods. 04	.	1 C	3.53 11-9	3.05 10-0	3	4.65 50	125 1344	10.5 150	W. B. Thomson & Co Dundee 1888	Ods. 04 v. c.02 P. C. 04	
77	Nya Rederi Aktiebolaget « Svea »	.	Comp. J. C. (9.05)	2	54 - 95 21.3 - 37.3 PS. 9.05	60 23.6	100 330 84	Atlas Engine Works Stockholm 1886	Stkh. 9.05	.	1 C	3.20 10-6	3.00 9-10	2	3.34 36	114 1230	6 90 4-57	Atlas Engine Works Stockholm 1886	Stkh. 9.05 v. c.9.05 P. c. 9.05	
78	H. J. Pallisen	.	Comp. (10.96)	2	59 - 118 23.3 - 46.5	84 33	95 380 65	J. Jones & Sons Liverpool 1880	.....	.	1 C	4.04 13-3	3.05 10-0	3	4.41 48	132 1419	5.62 80	Helsingörs Maskin- byggeri Elseneur 1896	Cph. 96 v. c.96	
79	Dampskibs-Selskabet « Kjöbenhavn » (P. L. Fisker)	✕	Tr. Exp. (4.06)	3	49.5 - 80 - 131 19.4 - 31.5 - 51.5 PS. n.05; v.11.07	91.4 36	165 650	Helsingörs Maskin- byggeri Elseneur 1889	Cph. 11.07	✕	2 C	3.35 11-0	3.01 9-11	4	6.97 75	212 2286	10.5 150 10.5-150	Helsingörs Maskin- byggeri Elseneur 1889	N-C. 4.07 P. c. 4.06 v. c. 4.06	
80	Prince Line Ld (James Knott)	✕	Tr. Exp. (2.01)	3	58 - 94 - 132 23 - 37 - 60 PS. n.02; v.12.05	99 39	250 1500 75	Wallsend Slipway & Engineering Co Newcastle o/T. 1888	N-C. 05	✕	2 C	4.20 13-9	3.28 10-9	6	8.73 94	350 3768	10.5 150 7-100	Wallsend Slipway & Engineering Co Newcastle o/T. 1888	N-C. 04 v. c.04	
81	Société Générale de Transports Maritimes à Vapeur.	✕	Tr. Exp. (10.06)	3	68.5-117-190.5 27-46-75 PS. n.02; v. 10.06	114 45	600 3600 95	North Eastern Marine Engs Co Ld Wallsend o/T. 1897	Mrs. 10.06	✕	4 C	4.83 15-10	3.05 10-0	16	30 312	856 9200	13.3 190 7-100	North Eastern Marine Engs Co Ld Wallsend o/T. 1897	Mrs. 10.06 P. c.10.06 v. c.10.06	
82	Ångfartygs Aktiebolaget « Fram » (A. Petersson)	.	Comp. (9.04)	2	66 - 132 26 - 52	91 36	120 380	Day Summers & Co Southampton 1872	Osch. 04	.	1 C	4.19 13-9	3.05 10-0	2	—	—	6.9 98 4-57	Central Marine Eng. Works W. Hartlepool 1896	Osch. 8.05 v. c.04 P. c.8.05	
83	Ångfartygs Aktiebolaget « Trio » (C. L. Larsson)	.	Comp. (8.07)	2	68 - 132 27 - 54 PS. 9.07	76 30	400 68	Wallsend Slipway Co Wallsend 1878	N-C. 9.07	.	1 C	4.04 13-3	3.28 10-9	2	4.92 53	169 1820	5.2 74 4.7-60	Lindholmens Werk- stad Göteborg 1900	N-C. 9.07 P. c. 9.07 v. c. 9.07	
84	G. E. Falck	.	Tr. Exp. (12.06)	3	28.5-46.3-74.2 11.4 - 18.2 - 29.3 PS. 12.06	49.5 19.5	50 200	Motala Mek. Werk- stads Aktiebolag Motala 1889	Got. 12.06	.	1 C	2.49 8-2	2.58 8-5	2	1.67 18	—	10.7 160 6-85	Motala Mek. Werk- stads Aktiebolag Motala 1889	Got. 12.06 P. c.12.06 v. c.12.06	

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT — NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS			LONGUEUR — EN MÈTRES EN PIEDS & POUCES	LARGEUR — EN MÈTRES EN PIEDS & POUCES	CREUX — EN MÈTRES EN PIEDS & POUCES	FRANC BORD — ÉTÉ HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE							
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL — DATE DU TERME							T.	R.																			
	1	2	3	4	5	6		7	8				9	10	11							12	13	14	15	16	17	18
✠	85	RYALL, <i>Dingle</i> . (10.06) Turret. 01-06		■	3/3, L	1.1.	2 m	4107 2563 3430	Ang	06	W. Doxford & Sons L <sup>d</sup> Sunderland	A; <i>h<sup>2</sup></i> ; 7 <i>ramp</i> ; D. 8m51; G. 12m45; (WB. cell. 1021 t.; C. R. 33 t.); 1 p. A; car. 3.07.	106.68 15.57 7.32 350-0 51-1 24-0	136 140 ½	Newcastle	10/T.	Card. 3.07											
✠	86	RYTON, <i>Swaffin</i> . (1.06) Turret. 98-06		■	3/3, L	1.1.	2 m	4136 2582 3462	Ang	06	W. Doxford & Sons L <sup>d</sup> Sunderland	A; <i>h<sup>2</sup></i> ; 7 <i>comp</i> . D. 8m51; G. 12m44; (WB. cell. 1021 t.; C. R. 33 t.); 1 p. A; car. 7.07.	106.73 15.57 7.32 350-2 51-1 24-0	135 ½ 140	Newcastle o/Tyne	N-C. 7.07												

## MACHINES

## ARMATEURS

19 20

85	The Red « R » Steamship Co Ltd (Stephens, Sutton & Stephens)	⚔	Triple (10.06)	3	66 - 107 - 173 26 - 42 - 68	114 45	330 1400 60	W. Doxford & Sons Ltd Sunderland 1905	W-C. 10.06	⚔	2 C	5.03 16-6	3.42 11-3	6	10.30 116	496 5340	11.2 160 7-100	W. Doxford & Sons Ltd Sunderland 1905	W-C. 10.06
86	The Red « R » Steamship Co Ltd (Stephens, Sutton & Stephens)	⚔	Triple (1.06)	3	66 - 107 - 173 26-42-68	114 45	330 1400 60	W. Doxford & Sons Ltd Sunderland 1906	N-C.1.06	⚔	2 C	5.03 16-6	3.42 11-3	C	10.80 116	496 5340	11.2 160	W. Doxford & Sons Ltd Sunderland 1906	N-C.1.06



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES 13 14 15	BREADTH IN FEET & INCHES 14 15	DEPTH IN FEET & INCHES 15 16	FREE BOARD SUMMER WINTER W.N.A. in inches 16	PORT OF REGISTRY	LAST SURVEY
	— DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T. R. U.											
	— DATE OF TERM																	
	2	3						4										
+	1	SABANG-BAAI, <i>Cassens</i> . Remorqueur. (4.03)	I	3/3, P	1.1.	2 m		201 80 136	P-B	03	Kon. Mij de Schelde Flessingue	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 9m14; R. 12m20; (WB. 84 t.).	30.48 100-0	6.10 20-0	3.35 11-0	.....	Amsterdam	Rd
+	2	SABINE-RICKMERS, <i>Nas-</i> ELECTR. <i>bet.</i> (8.02) Oil in bulk.	II	3/3, L	1.1.	Glt 2 P-T		1026 690 949	Ang	94 V.02	Rickmers R. & S.A.G. Geestmunde	A; <i>hél</i> ; 12 comp; (WB. E. B. 50 t; C.N. 32 t; C.R. 10 t.; R. 6m40; R.R. 18m90; 2 p. A; rp-car. 12.05.	60.95 200-0	9.30 30-6	6.26 20-6	53 55 57	London	h-K 4.06
+	3	SACHA, <i>Flury</i> . (1.07) ELECTR. Chalutier.	I	3/3, G	1.1.	2 m		273 77 243	Frç	07	de la Brosse & Fouché Nantes	A; <i>hél</i> ; R. 2m30, 4m50 & 3m92; (WB. 34 t.); 1 p. b.	43.18 141-4	6.74 22-1	3.38 11-1	19 20 22	Arenchon	Bx 10.07
+	4	SAGAMORE, <i>Voss</i> . (6.05) Whaleback.	I	3/3, L	1.1.	Glt		2140 1601 2027	Blg	93 V.06	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 6 comp; (WB. cell. 523 t; TM. 578 t; C. N. 130 t; C. R. 22 t.); 1 p. A; car. 1.06; rp. 00.	95.35 312-10	11.63 38-2	6.86 22-6	.....	Anvers	Lq. 1.06
	5	SAGUNTO, <i>Perez</i> . (6.06) ELECTR.	II	3/3, G	1.1.	2 m 2 P		962 600 698	Esp	75 V.06	J. Readhead & Co South Shields	F; <i>hél</i> ; 5 comp; (WB. R.) $\frac{1}{2}$ D. 40m; G. 10m; rp. 02; car. 6.06.	62.60 205-5	8.84 29-0	5.14 16-10	.....	Valencia	6ic. 6.06
	6	SAHEL (ex-Foyle), <i>Proux</i> . (6.06) — - 06	I	3/3, L	1.1.	2 m 2 P		2161 1341 1558	Frç	89 V.06	W. Doxford & Sons Ld Sunderland	F-A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ <i>averingd</i> ; (WB. cell. 438 t; C. R. 21 t.); car. 8.07; rp. 06.	85.60 280-10	11.70 38-5	7.42 24-4	11 $\frac{1}{2}$ 15 17	La Rochelle	Cav. 8.07
+	7	SAINT-ANDRÉ, <i>Dieume-</i> garde. (2.02)	I	3/3, G	1.1.	Glt 2 P-H		528 321	Frç	85 V.02	Craig Taylor & Co Stockton o/T	F; <i>hél</i> ; 5 comp; <i>averingd</i> ; (WB. C. N. 29t; C. R. 19 t; 2 p. P; grp. SS. 88; rp. 07; car. 1.02.	51.8 170-0	7.3 24-0	3.66 12-0	.....	Brest	Dk. 3.07
+	8	SAINT-ANDRÉ, ..... ELECTR. (11.07) Chalutier.	I	3/3, G	1.1.	2 m		286 101 260	Frç	07	Chantiers de France Dunkerque	A; <i>hél</i> ; 4 comp; (WB. 30 t.).	42.27 148-6	7.04 23-1	3.56 11-8	.....	Boulogne s/Mer	Dk. 11.07
+	9	SAINT-AUGUSTIN, ELECTR. <i>Cubanes</i> . (3.04)	I	3/3, L	1.1.	Glt 3 P-S		1816 944	Frç	80 V.04	J. Elder & Co Glasgow	F; <i>hél</i> ; 7 comp; <i>spard</i> ; G. 14m32; $\frac{1}{2}$ p. F, 1 $\frac{1}{2}$ p. PP; 1 p. P; grp. 3.04; car. 10.07.	95.7 314-0	10.2 33-0	5.02 24-6	.....	Marseille	Mrs. 10.07
	10	SAINT-BARNABÉ (ex-Algérie), <i>Laroque</i> . (6.03)	I	3/3, G	1.1.	Glt 1 P-B		1248 740 923	Frç	83 V.03	The Whitehaven Shipbuilding Co Whitehaven	F; <i>hél</i> ; 6 comp; <i>wellid</i> ; $\frac{1}{2}$ D. 28m26; R. R. 4m18; R. 17m06; G. 8m09; (WB); 1 p. F; rp. 03; car. 3.07.	67.51 221-6	10.13 33-3	4.78 15-8	.....	Le Havre	Av. 3.07
	11	SAINT-BARTHELEMY (ex Sahel), <i>Magdelaine</i> . (4.04) 87 - 02	I	3/3, L	1.1.	Glt 2 P-S		1476 918 1563	Frç	89 V.04	W. Gray & Co West-Hartlepool	A-F; 5 comp; <i>spard</i> ; R. 20 t; (WB. cell. 303 t.); rp. 07; car. 1.07.	74.80 245-5	10.68 35-1	7.62 25-0	.....	Le Havre	Av. 1.07
+	12	SAINT-BRIEUC, <i>Josselin</i> . ELECTR. 83-04 (9.04)	I	3/3, G	1.1.	2 m		443 148	Frç	04	de la Brosse & Fouché Nantes	A; <i>hél</i> ; 5 comp; D. 16m; R. 3m80; 17m63 & 4m; G. 8m80 (WB. 60 t.); car. 5.07.	55.14 180-11	7.66 25-2	3.63 11-11	.....	Le Légué	Hv. 5.07

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		ENGINES										BOILERS						LAST SURVEY OF BOILERS										
		SPECIAL SURVEY	DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.		MAKERS — PORT AND DATE of CONSTRUCTION									
					DIAMETERS — IN CENTIMETERS IN INCHES								Diamet.   Length — IN METERS IN FEET AND INCHES															
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38									
1 Naaml. Vennootschap « Zoehaven en Kolen- station Sabang »		✠	Comp. (4.03)	2	41 - 82 16 - 32	46 18	250 120	Kon. Mij de Schelde Flessingue 1903	.....	✠	1 C	3.35 11-0	2.74 9-0	2	3 32	105 1141	8.4 120	Kon. Mij de Schelde Flessingue 1903	Rd.									
2 Asiatic Petroleum Co		✠	Tr. Exp. (8.02)	3	44 - 71 - 112 17.3 - 28 - 44 PS. 8.02	70 27.6	125 500 85	Paucksch Maschi- nenfabrik A. G. Landsberg a/W 1894	.....	✠	1 C	4.20 13-10	3.25 10-8	3	5.60 60	172 1850	9.8 140 5-70	Maschinenbau A.G. « Vulcan » Stettin 1894	Sgp. 05 P.C. 05 v.c. 02									
3 Sté Nouvelle de Pêche- ries à Vapeur		✠	Triple (1.07)	2	30 - 50 - 82 12 - 20 - 32	62 24.5	112 450 110	de la Brosse & Fou- ché Nantes 1907	Nt. 1.07	✠	1 C	3.80 12-6	3.10 10-2	2	4.25 46	123 1323	12 170	Caillard & Co Le Havre 1907	Nt. 1.07									
4 Belgian-American Mari- time Trading Co		✠	Tr. Exp. (1.06)	3	58 - 49 - 152 23 - 37 - 60 PS.n.02, v. 1.06	107 42	350 1320 69	W. Doxford & Sons Ld Sunderland 1893	Lvp. 1.06	✠	2 C	4.52 14-10	3.20 10-6	6	12.20 132	405 4356	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1893	Lvp. 1.07 P.C. 1.07 v.c. 1.06									
5 Cia Valenciana de Navi- gacion		.	Comp. (6.06)	2	71 - 127 28 - 50 PS. 7.02	33 84	120 492 60	J. Readhead & Co South-Shields 1875	Brc. 6.06	.	1 C	4.12 13-5	3.35 11-0	3	6.60 71	192 2065	5.27 75	N. Odero fu A. Sestri-Ponente 1902	Brc. 6.06 v.c. 6.06									
6 Delmas Frères		.	Tr. Exp. (7.06)	3	53 - 89 - 145 21 - 35 - 57 PS.n.05, v. 4.06	99 39	237 950 69	Wm Doxford & Sons Ld Sunderland 1889	L-R 7.06	.	2 C	3.89 12-9	3.20 10-6	6	8.34 90	265 2850	11.2 160 5.2-73	Wm Doxford & Sons Ld Sunderland 1889	Card. 8.07 v.c. 7.06 P.C. 7.06									
7 Cie Bretoise de Navi- gation à Vapeur		✠	Comp. (2.02)	2	51 - 99 20 - 39 PS. 2.02	63.5 27	89 359	Westgarth English & Co Middlesbro' 1885	Bx. 10.06	✠	1 C	3.50 11-6	3.05 10-0	2	2.60 28	—	6.33 90 5-71	Westgarth, English & Co Middlesbro' 1885	Bx 02 v.c. 02									
8 A. Coppin & Co		✠	Triple (11.07)	3	33 - 56 - 91 13 - 22 - 36	61 24	125 500 117	Chantiers de France Dunkerque 1907	Dk. 11.07	✠	1 C	3.76 12-4	3.20 10-6	2	391 42	138 1397	14 100	Chantiers de France Dunkerque 1907	Dk. 11.07									
9 Compagnie Générale Transatlantique (à Paris)		✠	Tr. Exp. (3.04)	3	78 - 129 - 203 30.7 - 50.7 - 80 PS. 11.06	122 48	600 2400 73	John Elder & Co Glasgow 1880 Transforméo 1892	Mrs. 11.06	✠	2 CD	4.20 13-20	5.60 18-4	12	22.64 241	566 6086	11 156 4-57	Ateliers de St-Na- zaire-Penhoët St-Nazaire 1904	Mrs. 04 v.c. 04 P.C. 04									
10 Société Navale de l'Ouest		.	Comp. (6.03)	2	69 - 117 24 - 46 PS. 2.06	106 41	125 500	J. Jones & Sons Liverpool 1883	Av. 2.06	.	2 C	3.70 12-2	4.60 15-1	1	6.20 67	—	6 85	Babcock & Wilcox Paris 1894	Hiv. 03 v.c. 03									
11 Société Navale de l'Ouest		.	Tr. Exp (1.04)	3	48 - 77 - 120 19 - 30.3 - 51 PS. 10.06	91.4 36	140 700 70	W. Gray & Co W.-Hartlepool 1889	Av. 10.06	.	2 CD	3.50 11-6	3.05 10-0	4	6.13 66	209 2250	10.5 150 1.5-64	W. Gray & Co W.-Hartlepool 1889	Hiv. 04 v.c. 04									
12 Le Gualès de Mézauبران		✠	Tr. Exp. (9.04)	3	39 - 63 - 102 15 - 25 - 40 PS. 5.07	66 26	200 800 125	de la Brosse & Fou- ché Nantes 1904	Hiv. 5.07	✠	1 C	3.20 10-6	3.18 10-5	4	7.22 77	207 2226	12 170	Caillard & Co Le Havre 1904	Hiv. 5.07									

N.B. - Les traités — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		Série d'axe SPECIAL	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSSE des pistons	Force nominale en chevaux	Force utile en chevaux	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SPECIAL	TYPE	ENVELOPPE		FOYERS	surdegalle en mèt. carr.	surdegalle en mèt. carr.	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS		
						DIAMÈTRES	EN CENTIMÈTRES EN POUCES								Diamèt.	Long.							
10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
13	Compagnie Générale Transatlantique (à Paris)	•	Comp. (2.07)	2	70 - 140 27.6 - 55 PS.2.07	90 35.4 150 86	Forges & Chantiers Havre 1879	Mln. 5.07	✕	2 C	3.20 10-10	3.90 9-6	4	6.80 73 1903	177 75 5.2-75	Compagnie Générale Transatlantique St-Nazaire 1898	Mln. 2.07 v.c.2.07 P.C. 2.07						
14	Société des Œuvres de Mer à Paris)	✕	Comp. (2.05)	2	45 - 76 18 - 30 PS. 3.07	42 17 74 160	E. de la Brosse & Fouché Nantes 1901	Hv. 3.07	✕	1 C	3.20 10-6	3.02 9-11	2	2.62 39 1182	7 100 4-57	E. de la Brosse & Fouché Nantes 1901	Hv. 3.07 v.c.2.05						
15	North Vancouver Ferry & Power Co	•	Comp. (7.04)	2	36 - 72 14 - 28	51 20 32 260	Polson Iron Co Toronto 1904	Vev. 7.05	•	2 C	2.28 7-6	3.05 10-0	2	— 300	21 300	Polson Iron Co Toronto 1904	Vev. 04						
16	Compagnie Générale Transatlantique (à Paris)	•	Comp. (12.04)	2	132 - 264 52 - 104 PS.12.06	137 54 890 2800 53	J. & G. Thomson Glasgow 1874	Nt.12.06	•	{2D 2S	4.20 13-7	5.60 18-4 2.90 9-4	18	33.85 365 8860	824 71 4-57	Cie Gle Transatlan- tique St-Nazaire 1896	Nt.12.06 P.C.12.06 v.c.04						
17	Société anonyme du Canal et des Installations Maritimes	✕	Comp. (7.99)	2	25 - 45 10 - 18	30 12 25 100 160	Société anon. Mar- cinelle & Couillet Couillet 1899	.....	✕	1 C	2.20 7-3	2.80 9-2	1	157 17 538	50 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99						
18	Société Navale de l'Ouest	•	Tr. Exp. (5.04)	3	48 - 77 - 130 19 - 30.5 - 51 PS.n.02, v.4.07	91.4 36 140 700 80	W. Gray & Co West-Hartlepool 1889	Av. 4.07	•	2 C	3.50 11-6	3.05 10-0	4	6.13 66 2250	209 150 7-100	W. Gray & Co West-Hartlepool 1889	Av. 04 v.c.04 P.C.04						
19	H. Lehoux	✕	Comp. (8.03)	2	33 - 61 13 - 24 PS.n.8.03	46 18 25 108 160	Lobnitz & Co Renfrew 1895	Dp. 04	✕	1 C	2.89 9-6	2.74 9-6	2	2.79 30 892	83 100	Caillard Freres Le Havre 1901	Dp. 04 v.c.03						
20	Cie Bretoise de Naviga- tion à Vapeur	•	Comp. (5.07)	2	40 - 91 18 - 36 PS.5.07	61 24 55 220 83	Westgarth Middlesbro' 1864	Bist 5.07	•	1 C	3.50 11-6	2.90 9-6	2	4.70 51 1333	124 78	Arsenal d'Indret Indret 1900	Bist 5.07 v.c.5.07						
21	A. Coppin & Co	✕	Tr. Exp. (7.06)	3	53 - 56 - 91 13 - 22 - 36	61 24 127 508 117	Chantiers de France Dunkerque 1906	Blg. 7.07	✕	1 C	3.76 12-4	3.20 10-6	2	3.91 42 1397	138 200	Chantiers de France Dunkerque 1906	Blg. 7.07						
22	Société anonyme du Canal et des Installations Maritimes	✕	Comp. (8.99)	2	25 - 45 10 - 18	30 12 25 100 160	Société anon. Mar- cinelle & Couillet Couillet 1899	.....	✕	1 C	2.20 7-3	2.80 9-2	1	1.57 17 538	50 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99						
23	Cie Générale Transat- lantique (à Paris,	✕	Tr. Exp. (11.05)	3	68 - 109 - 183 26.5-43 72.5	122 48.5 700 2800 80	Ateliers de St-Na- zaire-Penhoet St-Nazaire 1905	Nt.11.05	✕	3 C	4.36 14-4	3.32 10-11	9	15.87 171 6819	636 180 12.6-180	Ateliers de St-Na- zaire-Penhoet St-Nazaire 1905	Nt.11.05						
24	A. Coppin & Co	✕	Tr. Exp. (9.05)	3	33 - 55 - 89 13-21.5-35	61 24 125 500 110	Chantiers de France Dunkerque 1905	Blg. 1.07	✕	1 C	3.76 12-4	3.20 10-6	2	3.91 42 1397	130 200	Chantiers de France Dunkerque 1905	Blg. 1.07						



## SAI

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS				LENGTH IN FEET & INCHES	BREADTH IN FEET & INCHES	DEPTH IN FEET & INCHES	PORT		LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.			U.	PORT OF BUILDING	PROPELLER WATER-TIGHT COMPARTMENTS ERECTOR'S ON DECK WATERBALLAST, DECKS REPAIRS							SUMMER WINTER W.S.A.	OF REGISTRY	
	DATE OF TERM																					
	1	2	3				4	5			6	7	8	9	10	11				12	13	
✠	25	SAINT-MALO, <i>Crespin</i> . 84-06 (6.06)	I	3/3, L	1.1	2 m 2 P-S	1243 839 1018	Fr.	06	Chantiers de Pro- vence Port-de-Bouc	A; hel; 5 comp; welded; D. 8m; R. 19m30 & 5m80; G. 10m50; (WB. cell. 285 t.); 2 p. A; car. 8.07.	70.89 232-7	10.11 33-2	5.47 17-11	.....	St-Nazaire	Nt. 8.07					
✠	26	SAINT-MATHIEU, <i>Hauville</i> . (3.05)	I	3/3, G	1.1	B-G 1 P-B	929 551 823	Fr.	82	Soc. J. Cockerill Anvers	A-F; hel; 5 comp; welded; D. 20m80; R. 18m; G. 8m70; (WT. M. 7m54. 198 t., WB. 190 t.); 1 p. F; rp-car. 4.07.	69.7 228-8	8.4 27 6	5.10 16-9	.....	Le Havre	Av. 11.07					
✠	27	SAINT-PETERSBURG, .... ELECTR Drague. (7.07)	II	3/3, H	1.1	1 m	750 283	P.B.	07	Rotterdamse Droogdok Mij Rotterdam	A; hel; 9 comp; 1 p. A.	57 91 190 0	10.05 33 0	3.35 11 0	.....	Rotterdam	Rd. 7.07					
	28	SAINT-PHILIPPE (ex- Sphinx), <i>Boisselier</i> . 97-05 (10.05)	I	3/3, L	1.1	Glt 1 P-B	1496 906 1236	Fr.	83	Blyth Shipb. Co Ltd Blyth	F; hel; 5 comp; welded; D. 38m04; R. 17m07; G. 10m05; (WB. 369 t.; C.A. 45t.; C.R. 48 t.); 1 p. F; rp-car. 6.07.	79.60 261-2	11.07 36-4	5.54 18-2	.....	Le Havre	Mrs. 6 07					
✠	29	SAINT-PIERRE, <i>Berquin</i> (11.07)	I	3/3, G	1.1	Glt 2 P-B	935 594 787	Fr.	80	Forges & Chantiers Le Havre	F; hel; 5 comp; D. 37m; R. 4m50; G. 10m40; R. 1m95; W. A. 195 t.; R. 45 t.; p. PP; rp-car. 11.07.	67.1 220 0	9.0 29 6	4.82 15-9	.....	Dunkerque	Dk. 11.07					
✠	30	SAINT-PIERRE (ex-Balder), ELECTR. <i>Ferranon</i> . (7.99)	I	—	—	Glt	308 355 400	Fr.	95	J. W. Klawitter Danzig	F; hel; 4 comp; welded; D. 35m05; G. 11m80; (WB. 300 t.; C.A. 30 t.; C.R. 15 t.); 1 p. A; rp-car. 3.03.	54.00 177-0	8.20 27 0	4.13 13 0	.....	Noumea	Syd. 03					
✠	31	SAINT-PIERRE, <i>Delpierre</i> Chalutier. (6.06)	I	3/3, G	1.1	2 m 1 P-B	91 110 273	Fr.	00	Chantiers de France Dunkerque	A; hel; 4 comp; (WB. 35 t.); p. PP.	43.20 141-11	7.04 23-1	3.56 11 8	.....	Boulogne- s, Mer	Dk. 7.06					
✠	32	SAINT-PIERRE, <i>Eloquin</i> . Remorqueur. (7.03)	13	3/3, G	1.1	Glt	845 82	Fr.	03	S. Harlow Port Cyde (N-S.)	C-Ht-B-S; P, ch-frog; sai; sfb; hel; rp. 03.	21.95 72-0	5.19 18-0	3.05 10-0	.....	St Pierre- Miquelon	St-P. 8.07 c.v. 8.07					
✠	33	SAINT-PIERRE-&-MIQUE- LON, <i>Lefourcade</i> . (3.06) ELECTR.	I	3/3, A	1.1	2 m 2 P-A	713 600 713	Fr.	00	Chantiers de France Dunkerque	A; hel; 5 comp; pont-ble; R. 24m70; G. 7m40; (WB. 30 t.; 1 p. A; 1 p. B; rp. 07.	56.30 185-0	8.57 28 1	5.78 19-0	.....	St-Malo	N-S. 1.07					
✠	34	SAINT-REMI, <i>Blondel</i> . ELECTR. Chalutier. (5.06)	I	3/3, F	1.1	1 m	161 17	Fr.	00	E. Amblard & Co	A; hel; 4 comp; R. 11m; WB. 19 t.; rp-car. 7 07.	31.41 103 1	6.10 20 0	3.66 12 0	.....	Dieppe	Dp. 7.07					
	35	SAINT-REMY, <i>Le Blouch</i> (1.06)	I	3/3, G	1.1	2 m	749 44 445	Fr.	80	W. & L. Skinner & Co Newcastle o, T.	A; hel; 5 comp; welded; D. 28m95; R. 3m35; G. 6m40; (WB. cell. 152 t.; C.R. 15 t.); rp-car. 11.06.	59.43 195-0	9 17 30-1	4.09 13-5	.....	Caen	N.C. 11.06					
✠	36	SAINT-SERVAN, <i>Ollivaud</i> . (7.05)	I	3/3, L	1.1	2 m 2 P-S	1243 642 1018	Fr.	06	Chantiers de Pro- vence Port-de-Bouc	A; hel; 7 comp; spard; D. 8m; R. 19m30 & 5m80; G. 10m50; car. 8.07.	70.89 232 7	10.11 33 2	5.47 17-11	.....	St-Nazaire	Nt. 8.07					

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS						LAST SURVEY			
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces			PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION	
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet	heating surface in sq. feet				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
25	Cie Générale Transatlantique (à Paris)	✠	Triple (6 00)	3	50 - 80 - 130 20 - 31.5 - 51	90 35.5	213 850 76	Ateliers de Pro- vence Marseille 1906	Nt. 8.07	✠	2 C	3.80 12-6	3.20 10-6	4 86	8.00 2648	246 178 12.5-178	12.5	Ateliers de Pro- vence Marseille 1906	Nt. 8.07
26	Société Navale de l'Ouest	.	Comp. (3.00)	2	68.5 - 114 27 - 45 PS. 3.06	84 33	90 360	Sté J. Cockerill Seraing 1882	Av. 04	✠	1 C	3.70 12-2	3.27 10-9	3 58	5.40 64 5.5-80	4.5	Forges & Chantiers Le Havre 1894	Av. 1.07 P.C. 3.06 v.c. 3.06	
27	Internationale Mij tot aannemen van Wer- ken	✠	Triple (7.07)	3	33 - 52 - 89 13 - 20.5 - 35	53 21	500 170	Rotterdamsche Droogdok Mij Rotterdam 1907	Rd. 7.07	✠	2 C	3.50 11-6	3.25 11-0	4 71	6.00 2258	210 160	11.2	Rotterdamsche Droogdok Mij Rotterdam 1907	Rd. 7.07
28	Société Navale de l'Ouest	.	Comp. (10.05)	2	81 - 157 32 - 62 PS. 6.07	107 42	600	R. & W. Hawthorn Leslie & Co Newcastle o/T. 1883	Mrs. 6.07	.	2 C	3.96 13-0	3.12 10-3	6 98	9.04 71 7-100	5 71 7-100	5	R. & W. Hawthorn Leslie & Co Newcastle o/T. 1883	Hv. 10.05 v.c. 10.05 P.C. 10.05
29	Sté des Hauts-Fourneaux & Forges de Denain & Anzin	.	Comp. (11.07)	2	63.5 - 110 25 - 43.3 PS. n.04; v. 2.07	70 27.6	100 400	Forges & Chantiers Le Havre 1880	Dk. 11.07	✠	1 C	3.75 12-4	3.06 10-0	3 56	5.22 1537	143 114	8 114	Caillard & Co Le Havre 1899	Dk. 11.07 v.c. 11.07
30	Union Commerciale & de Navigation Calédo- niennne	✠	Tr. Exp. (2.00)	3	35 - 65 - 90 13.8-21.6-35.4 PS. 3.03	65 35.6	115 460 108	J. W. Klawitter Danzig 1895	.....	✠	2 C	2.60 8-6	2.70 8-10	2 37	3.43 1484	138 160	11.2	Morts Dock & Engin- eering Co Sydney 1903	Syd. 03 v.c. 00
31	E. & J. Delpierre fils	✠	Triple (7.00)	3	33 - 60 - 91 13 - 22 - 36	64 25	530 110	Chantiers de France Dunkerque 1906	Dk. 7.06	✠	1 C	3.20 10-6	4.02 13-2	3 44	4.32 1483	138 200	14	Chantiers de France Dunkerque 1906	Dk. 7.06
32	A. Paturel	.	Comp. (7.03)	2	30 - 60 12 - 24	45 18	24 125 128	Burril Johnson & Co Yarmouth (N.S.) 1903	St-P. 8.07	.	1 C	2.60 8-6	2.60 8-6	2 26	2.41 26	9 130	Burril Johnson & Co Yarmouth (N.S.) 1903	St-P. 8.07	
33	La Morue Française	✠	Triple (3 00)	3	38 - 61 - 102 15 - 24 - 40.5	70 27.5	700 120	Caillard & Co Le Havre 1906	Hv. 3.06	✠	2 C	3.35 11-0	2.10 10-2	4 75	7.00 1946	181 180 12.5-180	12.5	Caillard & Co Le Havre 1906	Hv. 3.06
34	Gaston Vallée (à Rouen)	✠	Tr. Exp. (5.06)	3	30 - 47 - 76 12 - 18.5 - 30 PS. n.06; v. 7.07	45 17.7	300 145	E. Amblard & Co Dieppe 1900	Dp. 7.07	✠	1 C	3.20 10-6	3.02 9-11	2 41	3.80 1400	106 157	11	Caillard Frères Le Havre 1901	Dp. 7.07 v.c. 6.06
35	Sté Commerciale Mari- time Normande (Léon Larue)	.	Triple (1 00)	3	41 - 66 - 109 16 - 20 - 43 PS. 11.06	76 30	104 509 83	N.E. Marine Engin- eering Co Ltd Newcastle o/T. 1889	N.C. 11.06	.	1 C	3.80 12-6	3.02 9-11	3 50	4.05 1510	140 150 5-71	10.5	N.E. Marine Engin- eering Co Ltd Newcastle o/T. 1889	N-C. 1.06 P.C. 1.06 v.c. 1.06
36	Compagnie Générale Transatlantique (à Paris)	✠	Triple 7.06	3	50 - 80 - 130 20 - 31.5 - 51	90 35.5	313 850 76	Atel. de Provence Marseille 1906	Nt. 8.07	✠	2 C	3.80 12-6	3.20 10-6	4 86	8.00 2648	246 178	12.5	Atel. de Provence Marseille 1906	Nt. 8.07

## SAL

SURVEILLANCE SPICALE	NAVIRES & CAPITAINES			CLASSIFICATION	GREEMENT NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN METRES EN PIEDS & POUCES	LARGEUR EN METRES EN PIEDS & POUCES	CREUX EN METRES EN PIEDS & POUCES	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE		
	DATES DU BREVET DU CAPITAINES & DE SON COMMANDEMENT ACTUEL																
	DATE DU TERME																
	1	2	3													4	5
.	37	SAINT-SIMON (ex-Glen-Tanar), Dupart. (9.07) 02-07	■	3/3, G	1.1.	Glt	1511 943 1501	Frq	84 1003 V.07	A. Hall & Co Aberdeen	F; hél; 6 comp; spard; R. 19m80; G. 6m70; (WB. R. 110 t.; A. 170; 1 p. F; 1 p. PP; rp.02; car. 9.07.	76.25 250-2	10.06 33-0	7.78 25-6	.....	Le Havre	Hv. 9.07
.	38	SAINT-THOMAS (ex-Stuart-Prince), Léon. (1.06)	■	3/3, G	1.1.	Glt	1682 1024 1463	Frq	83 V.06	T. & W. Smith North-Shields	F; hél; 5 comp; weld; D. 8m50, 1 D. 22m; R. 16m20; G. 9m16; (WB; car. 7.07; rp. 07.	79.60 257-11	11.28 37-1	4.78 15-4	.....	Le Havre	Av. 7.07
.	39	SAINT-ANNE, Gouron. Chalutier. (7.06)	■	3/3, I	1.1	Glt	165 26 145	Frq	99 V.06	E. de la Brosse & Fouché Nantes	A; hél; 6 comp; R. 10m55; (WB. 10 t.; rp-car. 7.06.	32.24 105-10	6.26 20-6	3.16 10-4	.....	Arcachon	Bx 7.06
.	40	SAINTE-HÉLÈNE (ex-Demetrio-S.-Schillizzi), Azibert. (10.05)	■	3/3, I	1.1.	2 m	2127 1322	Frq	93 V.05	W. Gray & Co Ltd West Hartlepool	F-A; hél; 7 comp; pont abri partiel; R. 9m&18m70; G. 9m50; (WB. cell. 596; C.R. 60 t; C.A. 54 t.; grp-car. 2.06; rp. 07.	87.14 285-11	11.95 39-3	4.94 16-2	12 1/2 17 1/2	Marseille	Mrs. 9.07
✝	41	SAINTE-MARIE, Lemaire. Chalutier. — -01(7.03)	■	3/3, P	1.1.	Glt	108 0 100	Frq	95 V.03	Chantiers de Nor- mandie Rouen	A; hél; 7 comp; 1 p. A; rp-car. 10.06.	26.10 85-8	5.76 18-11	3.00 9-10	.....	Dieppe	Dp. 10.06
✝	42	SAJONIA (ex-Rodolfo), Godoy. (6.97)	■	—	—	Glt	318 218 271	Arg	90 V.97	Chr. Jürgens & Co Hamburg	A; hél; 5 comp; (WB. C.A. 30 t; C.R. 7 t.); 1 p. A; rp. 93; car. 6.97.	47.81 156-9	7.31 24-6	2.61 8-6	.....	Rosario de Santa Fé	B-A. 97
✝	43	SAJONIA-II, Sucrow. ELECTR. (1.06)	■	3/3, P	1.1.	2 m	606 363	Arg	0 V.05	Nordseewerke Emden	A; 2 hél; 5 comp; R. R. 5m28; R. 16m50; G. 7m18.	60.00 196-10	10.00 32-10	2.78 9-1	.....	Buenos-Aires	Was. 1.96
✝	44	SALAK, Engelsman. (11.05)	■	3/3, I	1.1.	B-G	2519 1584	P-B	91 V.05	Maatschappij de Schelde Flessingue	A; hél; 6 comp; D. R. G; (WB. E.&B. & cate N. 175 t.); 1 1/2 p. A; 1/2 p. PP; 1 p. P; rp. 06; car. 4.07.	98.51 322-3	11.58 38-0	7.80 25-7	.....	Rotterdam	Rd. 4.07
✝	45	SALLY, Hoberg. (7.04) Drague.	■	3/3, P	1.1.	1 m	100 51 98	Sds	04	Kjöbenhavns Skibs- vaerft Copenhagen	A; hél; 5 comp; (WB. C. A. 6 t.); rp-car. 4.05.	26.14 87-5	5.79 19-0	2.31 7-7	.....	Skånör	Cph. 4.05
.	46	SALTHOLM, Nielsen. (9.07)	■	3/3, I	1.1.	2 m	219 95 157	Dan	82 V.07	Lindholmens Mek. Vorkstad Göthenbourg	F; hél; 4 comp; 1/2 D. 12m80; R. 18m90; 1/2 G. 5m50; (WB. 15 t.); p. P; rp. 04; car. 9.07.	41.30 135-5	6.81 22-4	2.67 8-9	.....	Copenhagen	Cph. 9.07
.	47	SALVADOR, Annic. (5.04)	■	3/3, I	1.1.	Glt	1055 407 979	Frq	79 V.04	Forges & Chantiers Le Havre	F; hél; 7 comp; awningd; R. M 10m; R. R 6m80; 1 p. T. 96; 1 p. PP; grp. 96; rp-car. 5.04.	69.66 228-7	9.00 29-6	6.14 20-2	.....	Fort-de- France	Mtn. 04
.	48	SALVATORE-MILORO (ex-Fitz-Gerald), .... (1.06)	■	3/3, M	1.1.	Glt	434 247	Id	73 V.06	J. & A. Swan Dumbarton	F; hél; 4 comp; D. 26m92; R. R. 3m66; G. 13m15; 1 p. b. rp-car. 1.06.	50.44 165-6	7.04 23-1	3.94 12-11	.....	Messina	Mss. 5.07

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons — EN CENTIMÈTRES EN POUCES	Force nominale — Force indiquée — Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS	NOMBRE	surf. de chauffe — surf. de grille — en mèt. carr. — en p. carr.	surf. de chauffe — en mètres carrés — en pieds carrés	PRESSION — Chaud. princ. — Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION					
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES							Diamèt. Long.												
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
37	Société navale de l'Ouest	•	Comp. (9.07)	2	76 - 114 30 - 56.7 PS. 9.07	91 35.8	150 600 60	Hall, Russell & Co Aberdeen 1884	Iiv. 9.07	•	2 C	3.61 11-10	2.88 9-6	6 100	9.30 2290	213 100 5,6-80	7	Hall, Russell & Co Aberdeen 1884	Iiv. 9.07 p.c. 9.07 v.c. 9.07					
38	Société navale de l'Ouest	•	Comp. (1.06)	2	31 - 157 32 - 61.7 PS. n.1.06	101 39.7	200 800 60	R. & W. Hawthorn, Leslie & Co Newcastle 9/T.1883	Av. 3.07	•	2 C	4.11 13-6	3.20 10-6	6 95	8.80 2989	278 78 6-85	5.50	R. & W. Hawthorn, Leslie & Co Newcastle 9/T.1883	Av. 3.07 p.c.1.06 v.c.1.06					
39	Société Nouvelle des Pêcheries à Vapeur.	•	Comp. (7.06)	2	45 - 78 17.7 - 30.7 PS. 10.05	52 20.5	100 400 150	E. de la Brosse & Fouché Nantes 1899	Bx 7.06	•	1 C	3.20 10-6	3.02 9-11	2 40	3.60 1179	109.69 100	7	E. de la Brosse & Fouché Nantes 1899	Bx 7.06 v.c.7.06					
40	Daher & Co	•	Tr. Exp. (10.05)	3	56 - 91 - 150 22 - 36 - 59 PS. 2.06	99 39	290 1160 72	W. Gray & Co Ld W. Hartlepool 1893	Mrs. 2.06	•	2 C	4.13 13-3	3.05 10-0	6 94	8.70 3294	306 156	11	W. Gray & Co Ld W. Hartlepool 1893	Mrs. 6.07 v.c.10.05 p.c.10.05					
41	At. Gelee	✠	Comp. (7.03)	2	40 - 70 16 - 28 PS. 7.03	45 18	220 116	A. Le Marchand Rouen 1895	.....	✠	1 C	3.00 9-10	2.95 9-8	2 28	2.60 753	70 100	7	Renaux & Bonpain Rouen 1895	Dp. 03 v.c.03					
42	H. Kropf	✠	Comp. (2.93)	4	30.5 - 58 12 - 23	38 15	75 300 180	Chr. Jürgens & Co Hamburg 1890	.....	✠	2 C	2.30 7-6	2.75 9-0	2 38	3.50 1118	104 114	8	Ottenser Eisenwor- ke (vorm. Pom- mer & Ahrens). Ottensen 1890	B-A. 93 v.c.93					
43	H. Kropf	✠	Triple (1.06)	6	26 - 40 - 68 10 - 16 - 29	45 18	550 60	I. Frerichs & Co A.G. Osterholz-Scharn- beck 1906	Wes. 1.06	✠	2 C	2.74 9-0	3.08 10-1	4 62	5.76 1722	160 185	13	I. Frerichs & Co A.G. Osterholz-Scharn- beck 1906	Wes. 1.06					
44	Rotterdamsche Lloyd (W. Ruys & Zonen)	✠	Qu. Exp. (11.05)	4	61-91-122-191 24-35.8-48-75 PS. n.10.02; v.11.05	107 42	860 1800	Maatschappij de Schelde Flessingue 1891	Rd. 11.05	✠	2 CD	3.71 12-2	5.46 17-11	8 136	12.63 200 7-100	14	Maatschappij de Schelde Flessingue 1891	Rd. 4.07 p.c.4.07 v.c. 05						
45	Aktie Bolaget « Glas sand »	✠	Comp. (7.04)	2	27 - 51 10.5 - 20 PS. 4.05	36 14	20 120 140	Kjöbenhavnns Skibs- værft Copenhagen 1904	Cph. 4.05	✠	1 C	2.28 7-6	2.35 7-9	1 15	1.40 410	38 120	8.4	Kjöbenhavnns Skibs- værft Copenhagen 1904	Cph. 4.05					
46	Dampskibs-Selskabet « Oresund »	•	Comp. (9.07)	2	60 - 108 21.5 - 13 PS. n.3.06	60 33.5	79 160 112	Kockums Mek. Verkstad Malmö 1882	Cph. 9.07	✠	1 C	3.77 12-4	2.98 9-9	2 38	3.56 1476	137 100	7	Burmeister & Wain Copenhagen 1901	Cph. 9.07 v.c.9.07					
47	Compagnie Générale Transatlantique (à Paris)	•	Comp. (5.04)	2	70 - 140 27.6 - 55 PS. 5.04	90 35.4	150 600 86	Forges et Chantiers de la Méditerranée Le Havre 1878	Mtn. 04	✠	2 C	3.30 10-10	2.90 9-7	4 73	6.80 1908	177 75 4-57	5.25	Cie Générale Trans- atlantique St-Nazaire 1896	Mtn. 04 v.c.04 p.c.04					
48	Salvatore Miloro fu Giuseppe	•	Comp. (1.06)	2	56 - 97 22 - 38 PS. 1.06	68.5 37	65 360 75	Wm King & Co Dumbarton 1875	Mt. 1.06	•	1 C	3.58 11-9	2.74 9-0	3 40	4.55 1191	111 80 3,5-50	5.60	Tyne Boiler Co Ld Newcastle 1892	Mt. 10.06 p.c.10.06 v.c.10.06					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER			LENGTH IN METERS IN FEET & INCHES	BREADTH IN METERS IN FEET & INCHES	DEPTH IN METERS IN FEET & INCHES	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS								
	DATE OF TERM						U.													
	1	2	3				4	5				6	7	8						
• 49	SAMLAND ( <i>ex-Saladin</i> ), <i>Schwarz.</i> (9.04) 73-99			II	3/3,G	1.1.	Glt 1 P-B	545 326 469	Alm	56 113-04	Cato Miller & Co Liverpool	F; <i>hél</i> ; 6 <i>comp</i> ; <i>welld.</i> ; $\frac{1}{2}$ D. 18m; R. 10m50; G. 7m; p. n. 82; grp. 04; car. 12.05; rp. 07.	56.46 185-2	7.48 24-5	4.41 14-5	.....	Königsberg	Knbg. 3.07		
• 50	SAMOS ( <i>ex-Athens</i> ), <i>Be-</i> <i>vetis.</i> (10.04)			I	3/3,M	1.1.	3 m 2 P-B-S	1246 870	Gre	72 V.04	Napier & Son Glasgow	F; <i>hél</i> ; 8 <i>comp</i> ; <i>spard</i> ; R. 17m85 & 4m.	78.00 255-11	8.80 28-10	6.30 20-8	.....	Le Pirée	Pir. 04		
✠ 51	SAMSON, <i>Ascough</i> (12.00) <i>ELECTR.</i> <i>Dredger.</i>			I	—	—	1 m	1293 352 1213	Ang	00	Sir W.G. Armstrong, Whitworth Co Ltd Low-Walker	A; 2 <i>hél</i> ; 9 <i>comp</i> ; G. 9m15; (WB. <i>cell</i> 411 t.).	73.15 240-0	15.55 51-0	4.57 15-0	==	Brisbane	N-C. 00		
✠ 52	SAMSON, <i>Van Oosten.</i> <i>Remorqueur.</i> (12.06)			II	3/3,P	1.1.	1 m	98	Big	81 V.06	L. Tilkin & Co Liège	F; <i>hél</i> ; 6 <i>comp</i> ; p.P; car. 8.06.	27.4 90-0	5.5 18-0	3.50 11-6	.....	Anvers	Av.12.06		
✠ 53	SAN-GERMAN, ..... <i>ELECTR.</i> <i>Porteur.</i> (8.07)			I	3/3,R	1.1.	.....	483	Esp	07	Cia Trasatlantica Cadix	A; <i>hél</i> ; 7 <i>comp</i> .	47.00 154-3	8.50 27-10	4.00 13-1	.....	Cadix	Cdx. 8.07		
✠ 54	SAN-JOSÉ, <i>Thompson.</i> <i>ELECTR.</i> (11.05)			I	3/3,G	1.1.	B-G 2 P	2080 1538	Amr	82 V.05	J. Roach & Son Chester (Pa)	F; <i>hél</i> ; 6 <i>comp</i> ; $\frac{1}{2}$ p.F; $\frac{1}{2}$ p.S; 1 p.P; rp. 05; car. 2.07.	86.25 283-0	11.27 37-0	6.40 21-0	.....	New-York	S-f. 2.07		
✠ 55	SAN-JOSÉ, ..... (4.07) <i>Hopper.</i>			Ⓢ	3/3,P	1.1.	1 m	283	Esp	95 V.07	Bonn & Mees Rotterdam	A; <i>hél</i> ; 11 <i>comp</i> ; 1 p. A; rp-car.3.07.	38.50 126-4	7.00 23-0	3.50 11-6	.....	Bilbao	Bilb. 4.07		
✠ 56	SAN-JUAN, <i>Mc Crae.</i> (12.04)			I	3/3,G	1.1.	Glt 2 P	2076 1496	Amr	82 V.04	J. Roach & Son Chester (Pa)	F; <i>hél</i> ; 6 <i>comp</i> ; $\frac{1}{2}$ p. F; $\frac{1}{2}$ p.S; 1 p.P; rp. 06; car. 2.07.	86.25 283-0	11.27 37-0	6.40 21-0	.....	New-York	S-f. 2.07		
✠ 57	SAN-MARTIN, <i>Levigou-</i> <i>reux.</i> (12.06) 93-01			I	3/3,G	1.1.	B-G 2 P-B-S	1299 760 1130	Frç	82 V.06	Forges & Chantiers Le Havre	F; <i>hél</i> ; 5 <i>comp</i> ; <i>spard</i> ; (WB.); 1 p. A. 97; 1 p. PP; grp. 02; rp.07; car.7.07.	74.8 245-5	10.1 33-4	4.57 21-7 15-0	.....	Dunkerque	Dk. 7.07		
✠ 58	SAN-NICOLAS, <i>Zubala.</i> 80-02 (4.97)			40	—	—	— 2 P-A	390 266	Amr	97 V.03	J. Rodriguez Manille	Bois; <i>hél</i> ; 3 <i>comp</i> ; <i>awningd.</i> ; d.ft-m. 01; rp.03.	—	—	—	.....	Manilla	Mnl. 03		
✠ 59	SAN-SERVANDO, ..... <i>ELECTR.</i> <i>Porteur.</i> (7.07)			I	3/3,R	1.1.	.....	483	Esp	07	Cia Trasatlantica Cadix	A; <i>hél</i> ; 7 <i>comp</i> .	47.00 154-3	8.50 27-10	4.00 13-1	.....	Cadix	Cdx. 8.07		
• 60	SAN-SEVERO ( <i>ex-Auckland</i> ), <i>Spampinato.</i> (4.05)			I	3/3,L	1.1.	2 m 1 P-B	926 609	Itl	83 V.05	Pearce Bros. Dundee	F; <i>hél</i> ; 5 <i>comp</i> ; <i>welldck</i> ; D. 30m48; R. 7m62; G. 7m32; (WB. 206t; C. R. 8 t; C. A. 22 t.); car. 12.06.	63.83 209-5	9.47 31-1	4.35 14-3	.....	Catane	Mss. 12.06		

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		Horse power nominal	BUILDERS	PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS	PORT AND DATE of CONSTRUCTION					
					DIAMETERS	STROKE						Diamet.   Length	NUMBER	Heating surface									
															IN CENTIMETERS IN INCHES				IN CENTIM. IN INCHES	IN METERS IN FEET AND INCHES	IN sq. meters IN sq. feet		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
49	Storror & Scott	.	Comp. (9.04)	2	52 - 105 20 5 - 41.3 PS.n.11.03	55 21.6	75 300 70	F. Schichau Elbing 1882	Kngh. 4.06	✕	2 C	2.44 8-0	2.54 8-4	4 41	3.80 1155	107 85	6 85	Union Giesserei Königsberg 1898	Kngh. 4.06 v.c.04				
50	Cie de Navigation Pan- hellénique	.	Comp. (10.04)	2	76-137 30-54	91 36	150 750	McDowal & Barbour Le Pirée 1901	Pir.12.06	.	2 C	3.38 11-1	2.67 8-9	6 78	7.30 2086	195 71	5 4.2-60	Martin London 1892	Pir.12.06 P.C. 01				
51	The Queensland Govern- ment	✕	2Tr.Exp. (11.00)	6	30 - 53 - 91 12 - 21 - 36	6 9 27	726 4360 135	Wallsend Slipway & Engineering Co Ld Newcastle a/T.1900	.....	✕	6WT	4.11 x 4.52 x 3.40 13-6 x 14-10 x 11-2	46.45 500	1950 21000	14 200	Babcock & Wilcox Ld Londres 1900	N-C. 00						
52	Société anonyme de Re- morquage à hélice	.	Comp. (12.06)	2	51 - 89 20 - 35 PS. n.8.06	56 22	140	L. Tilkin & Co Liège 1881	Av.12.06	.	1 C	3.50 11-6	3.05 10-0	2 39	4.73 67.5	Beliard & Fletcher Anvers rc. 1894	Av.12.06 v.c.12.06						
53	Junta de Obras del Puerto	✕	Triple (8.07)	3	28 - 46 - 71 11 - 18 - 28	61 24	350 125	Lobnitz & Co Ld Renfrew 1907	Cdx 8.07	✕	1 C	3.35 11-0	2.74 9-0	2 21	11.2 160	Lobnitz & Co Ld Renfrew 1907	Cdx 8.07						
54	Pacific Mail Steamship Co	.	Comp. (11.05)	2	86 - 158 34 - 62 PS.11.05	137 54	1250	J. Roach & Son Chester 1882	S-F. 05	✕	2 C	4.45 14-7	3.40 11-2	6 90	495 5320	7.5 107	Union Iron Works San-Francisco 1899	S-F. 05 P.C.05 v.c.05					
55	Sociedad Altos Hornos de Vizcaya	✕	Comp. (4.07)	2	33 - 53 13 - 21	45 18	35 180 150	Gebr. Stork & Co Hengelo 1895	Bilb.4.07	✕	1 C	2.50 8-2	3.08 10-1	2 19	1.74 756	70 100	7 100	Gebr. Stork & Co Hengelo 1895	Bilb.4.07 v.c.4.07				
56	Pacific Mail Steamship Co	.	Comp. (12.04)	2	86 - 158 34 - 62	137 54	1250	J. Roach & Son Chester 1882	S-F. 04	✕	2 C	4.45 14-7	3.40 11-2	6 90	495 5320	7.5 107	Union Iron Works San-Francisco 1897	S-F. 04 v.c.04					
57	Stédes Hauts-Fourneaux & Forges de Denain & Anzin	.	Comp (12.06)	2	63 - 142 25 - 56 PS.5.06	90 35.4	190 750 70	Forges & Chantiers Le Havre 1882	Dk.7.07	✕	2 C	4.00 13-1	2.56 8-5	4 92	8.60 2796	260 114	8 5.5-79	Forges & Chantiers Le Havre 1902	Dk.12.06 P.C.12.06 v.c.12.06				
58	Mendezona & Co	.	Comp. (4.97)	2	40 - 81 16 - 32	61 24	48 290 100	Ross & Duncan Glasgow 1897	.....	.	1 C	3.35 11-0	2.90 9-6	2 45	4.12 100	7 5-71	Ross & Duncan Glasgow 1897	Mnl. 02 v.c.02					
59	Junta de Obras del Puerto	✕	Triple (7.07)	3	28 - 46 - 71 11 - 18 - 28	61 24	350 125	Lobnitz & Co Ld Renfrew 1907	Cdx 8.07	✕	1 C	3.35 11-0	2.74 9-0	2 21	11.2 160	Lobnitz & Co Ld Renfrew 1907	Cdx 8.07						
60	Carmelo Napoli	.	Comp. (4.05)	2	63 - 124 25 - 49	84 33	90 436 65	Pearce Bros Dundee 1883	Npl.1.05	.	1 C	4.06 13-4	3.12 10-3	3 65	6.03 1330	143 5.6-80	5.6 80	Pearce Bros Dundee 1883	Npl.1.05 v.c.1.05 P.C.1.05				

S U R V I L L A N T & S P É C I A L	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR — — EN MÈTRES EN PIEDS & POUÇES	LARGEUR — — EN MÈTRES EN PIEDS & POUÇES	CREUX — — EN MÈTRES EN PIEDS & POUÇES	FRANG ETÉ HIVER H.A.N. en pouces	PORT — — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE									
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL																										
	DATE DU TERME																										
	1	2	3	4	5	6													7	8	9	10	11	12	13	14	15
✠	61	SANCTORIA, Ward. ELECTR. Turret. (10.04)	I	3/3, L A.&C.P.	1.1.	2 m 1 P-B	3709 2378 3134	Ang	04	W. Dxford & Sons Ltd Sunderland	A; hél; 8 comp; D. 6m45; G. 10m80; (WB. cell. 763 t.; calc 462 t.; C. R. 23 t.); 1 p. A; rp-car. 1.07.	104.24 342-0	14.20 46-7	7.55 24-9	156 154 1/2	Sunderland	Gic. 1.07										
✠	62	SANDORMEN, Mecklen- Drague. burg. (3.99)	I	—	—	1 m	190 70 175	Dan	90	Wm Simons & Co Ltd Renfrew	A; hél; 5 comp; (WB. N. 11 t.; R. 1 t.); 1 p. A.	31.39 103-0	7.96 26-1	2.54 8-4	—	Copenhague	Glsgr. 90										
✠	63	SANDSÜGEREN, Hyldahl. Drague. (3.05)	I	3/3, R	1.1.	1 m	275 117 239	Dan	05	Kjøbenhavns Skibs vaerft Copenhague	A; 2 hél; 6 comp; 1 G. 10m80; (WB. C. R. 14 t; C. N. 28 t.); 1 p. A.	38 10 125-0	8.60 28-2	2.74 9-0	.....	Copenhague	Cph. 3.05										
	64	SANTA-ANA (ex-Siegfried), Mendiluce. (5.99)	II	—	—	Glt 2 P-B-S	1464 909	Esp	73 V.99	Withy Alexander & Co Hartlepool	F; hél; 4 comp; R. R. 5 t; (WB); 2 p. S; rp. 99; car. 1.00.	76.20 250-0	10.10 33-0	7.32 17-0	.....	Seville	Hbg. 00										
✠	65	SANTA-FÉ, Stuit. (7.05) ELECTR. Drague.	I	3/3, R A.&C.P.	1.1.	1 m	387 60 387	Arg	05	Werf Conrad Haarlem	A; hél; 9 comp; 1 p. T.	46.00 150-11	8.00 26-3	3.59 11-10	.....	Santa-Fé	Am. 0.05										
✠	66	SANTA-ROSA, Alexander. ELECTR. (5.05)	I	3/3, G	1.1.	G 3 m 3 P-H	2416 1330 1674	Amr	84 V.05	J. Roach & Son Chester Pa	F; hél; 7 comp; awningd; R. N. & R. R. 743 t; (WT. N. 500 t; R. 500 t); 2 p. F; grp.05; car. 2.06.	99.49 326-5	12.20 40-0	6.27 20-7	.....	San Francisco	S.F. 2.00										
✠	67	SAPHIR, De Herdt. (9.05) 99-00	I	3/3, P	1.1.	Glt	633 389 266	Big	97 V.05	Société J. Cockerill Hoboken	A; 2 hél; 5 comp; 1 D. 19m59; R. 2m50; G. 9m15; p. A; car. 8.07.	65.00 213-3	8.50 27-11	4 40 14-5	37 1/2 39 41	Anvers	Av. 8.07										
✠	68	SAPHIR, ..... (1.07) Canot automobile.	II	3/3, Y	1.1.	—	1573	Frq	07	Blondeau & Co Sartrouville	C-PP; ch. ex; hél; sfo.	8.00 26-3	2.25 7-5	1.10 3-8	.....	Paris	Par. 1.07										
✠	69	SARA, Jensen. (5.04) 88-06	I	3/3, L A.&C.P.	1.1.	2 m 2 P-S	1573 788 838	Dan	04	Howaldtswerke Kiel	A; hél; 5 comp; spard; R. 16m80; G. 8m90; (WB. cell. 110 t.); rp-car. 9.07.	73.55 211 1/2	10.97 10-36	6.13 20 1/2	.....	Copenhague	Kiel 9.07										
✠	70	SARATOVSKAIA-PERE- PRAVA, Ascough. (8.95)	II	—	—	—	1417 366 1416	Rss	95	Sir W. G. Armstrong Mitchell & Co Ltd Newcastle o/Tyne	A; 2 hél; 8 comp; (WB. calc M. 85 t.; calc N. 263 t.; C. R. 245 t. C. N. 150 t.; 1 p. A.	74.00 243-0	16.91 55-6	3.86 12-8	.....	Saratov	N-C. 95										
✠	71	SARCELLE, ..... (1.00)	III	—	—	Chl	42 22 32	Frq	00	A. Dubigeon Nantes	A; hél; R. 4m45.	22.31 73-3	4.05 13-4	1.52 5-0	.....	Saigon	Nt. 00										
✠	72	SARNIA (ex-Gerda), ..... (S.97)	I P.R.	—	—	B-G 2 P-B	3206 2052 2933	Alm	92 V.97	Blohm & Voss Hamburg	A; hél; 8 comp; D. 15m; R. 24m80; G. 14m; (WB. cell. 622 t.); 2 p. A. car. 7.97.	106.67 350-0	12.75 41-10	9.04 29-8	.....	Hamburg	H-K. 97										

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SPECIAL SPECIAL	MACHINES						SURVEILLANCE SPECIAL	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION		DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS sur la grille en mèt. carr. en mèt. carr. sur la chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION				
					DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces						Diamèt.   Long.				LIEU & ANNÉE de CONSTRUCTION				
												EN MÈTRES EN PIEDS ET POUCES								
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
61	The Bengal Coal Co (à Calcutta)	✠	Tr. Exp. (10.04)	3	66-107-173 26-42-68 PS. 1.07	107 42	313 1350 63	W. Doxford & Sons Ld Sunderland 1904	Clet. 1.07	✠	2 C	4.80 15-9	3.35 11-0	6 112	456 4906	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1904	Clet 1.67 p.c. 1.07		
62	Vandbygnings-Væsenet	✠	Comp. (2.99)	2	30-61 12-24	46 18	24 150 166	Wm Simons & Co Ld Renfrew 1899	.....	✠	1 C	2.51 8-3	2.55 8-4	1 17.5	1.62 460	42.75 100	7 100	Wm Simons & Co Ld Renfrew 1899	Glsq. 99	
63	Vandbygnings-Væsenet	✠	2 Comp. (3.05)	4	28-53 11-21	36 14	46 230 130	Kjøbenhavns Skibs- værft Copenhagen 1905	Cph. 3.05	✠	1 C	3.20 10-6	3.05 10-0	2 30	2.78 1023	95 120	8.4 120	Kjøbenhavns Skibs- værft Copenhagen 1905	Cph. 3.05	
64	Compañia Sevillana de Navegacion à Vapor	.	Comp. (5.99)	2	82-152 32.3-60	84 33	160 600	T. Richardson & Sons Hartlepool 1873	.....	.	2 C	3.55 11-8	2.97 9-9	4 78	7.25 2560	238 68 4.2-60	4.78 100	Reiherstieg Schiffs- werfte Hamburg 1884	Hbg. 00 v.c. 99	
65	Gouvernement Provin- cial de Santa-Fé	✠	Tr. Exp. (7.05)	3	30-50-75 12-20-20½	45 18	70 350	Gebr. Stork & Co Hengelo 1905	Am. 7.05	✠	2 C	3.20 10-6	3.15 10-4	4 73	6.80 2158	200 160	11.2 160	Gebr. Stork & Co Hengelo 1905	Am. 7.05	
66	Pacific Coast Steam Ship Co	.	Comp. (5.05)	2	97-220 38-87 PS. 5.05	137 54	596 3000 80	J. Roach & Son Chester 1884 rc. 1905	Tom. 5.05	✠	4 C	5.03 16-6	3.47 11-5	16 332	30.69 10740	993 125 7-100	8.8 125	Moran Bros. & Co Seattle 1905	Tom. 5.05 v.c. 5.05 p.c. 5.05	
67	Sté Anon. John Cockerill	✠	2 Tr. Exp. (9.05)	6	42-62.5-95 16.6-24.6-37.3 PS. 8.07	65 25.6	388 1550 166	Société John Cocke- rill Seraing 1897	Av. 8.07	✠	3 C	3.50 11-6	2.96 9-9	6 95	8.80 3570	332 165	11.5 165	Société John Cocke- rill Seraing 1897	Av. 9.05 v.c. 9.05	
68	M. Odent	.	.....	.	Moteur à pétrole	15		Aug. Mietz New-York	Par. 1.07	.	.....				paraffine Motor		.....		Par. 1.07	
69	Dampskibs-Selskabet « Torm » (D. Torm)	✠	Tr. Exp. (5.04)	3	15-70-114 17.5 27.5 45 PS. 1.06	70 27.5	750 100	Howaldtswerke Kiel 1904	Hull 1.06	✠	2 C	3.35 11-0	3.16 10-1	4 76	7.04 2552	237 178	12.5 178	Howaldtswerke Kiel 1904	Kiel 04	
70	Rjazan Ouralsk Rail- road Co	✠	2 Comp. (7.95)	4	66-127 26-50	76 30	280 1400 100	Wallsend Slipway & Eng. Co Ld Newcastle o/T. 1895	.....	✠	4 C	2.74 9-00	5.03 16-50	8 petrol burn- ing	540 5812	7 100	Wallsend Slipway & Eng. Co Ld Newcastle o/T. 1895	N-C. 95		
71	Messageries Fluviales de Cochinchine	.	Comp. (1.00)	2	21-37 8-15	25 10	20 80 280	Brissonneau Fils & A. Lotz Nantes 1900	.....	.	1 C	1.52 5-0	1.50 4-11	1 14	1.28 355	33 100	7 100	Brissonneau Fils & A. Lotz Nantes 1900	Nt. 00	
72	Hamburg-Amerik. Packetf. Act. Ges.	✠	Tr. Exp. (8.97)	3	63 5-100-168 25-40-66	107 42	1700 68	Blohm & Voss Hamburg 1893	.....	✠	2 CD	3.96 13-0	5.00 16 6	8 184	17.16 5640	524 163	11.5 163	Blohm & Voss Hamburg 1893	Hbg. 97 v.c. 97	



SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN METERS IN FEET & INCHES	BREADTH IN METERS IN FEET & INCHES	DEPTH IN METERS IN FEET & INCHES	PORT OF REGISTRY	LAST SURVEY	
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND		T.				R.	U.										
DATE OF TERM																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
✠	73	SATURN, <i>Strohschneider</i> . 84-04 (7.07)	I	3/3,G	1.1	Glt	467 267 338	Alm	91 III 03 V.07	Henry Koch Lübeck	A; <i>hél</i> ; 4 comp; D. 12m50; (WB. 76 t.). 1 p. F; grp. 05; car. 7.07.	48.46 159-0	7.31 24-0	3.35 11-9	.....	Bremen	Hbg 7.07
✠	74	SATURN, <i>Kossack</i> . (6.07 Trawler.	I	3/3,G	1.1.	Glt	136 23 153	Alm	91 III 03 V.07	F. W. Wencke Bremerhaven	F; <i>hél</i> ; 5 comp; R. N. 7m; rp-car. 6.07.	31.7 104-0	6.4 21-0	3.35 11-0	.....	Goestemünde	Wes. 6.07
✠	75	SATURNO, <i>Feske</i> . (3.05) ELECTR. 90-05	I	3/3,G	1.1.	2 m 2 P-II	1811 933 1543	Brs	05	Howaldtswerke Kiel	A; 2 <i>hél</i> ; 6 comp; awningd; R. .R. 15m70; R. 34m; R. N. 12m; G. 8m70; (WB. cell. 367 t; C. N. 24 t.); rp. 05.	82.00 269-0	11.51 37-9	3.50 11-6	[7 9 11]	Santos	R-J.S. 06
✠	76	SATURNUS, <i>Bos</i> . (3.04)	I	3/3,A	1.1	Glt	876 537	P-B	83 V.04	Maatschappij de Maas Delfshaven	A-F; <i>hél</i> ; 6 comp; <i>weild</i> ; D. 22m; R. 14m60; G. 6m70; (WB. 131 t.); 1 p. A. rp. 05; car. 4.07.	64.0 210-0	9.3 30-6	3.50 11-6	.....	Amsterdam	Am. 4.07
✠	77	SAUTERNES, <i>Piquot</i> . 99-06 (8.04)	I	3/3,G	1.1.	Glt 2 P	902 540 820	Frq	00 V.04	W. Dolson & Co Low-Walker	A; <i>hél</i> ; 5 comp; D. 6m71; R. 13m71; G. 7m32; (WB. cell. 203 t.; C. R. 11 t.); 1 p. A; car. 9.07.	64.04 210-1	9.17 30-1	5.25 17-4	28½ 30½ 32½	Le Havre	Hv. 9.07
✠	78	SAVOIA, <i>Giorgi</i> . (7.03) Remorqueur.	I	3/3,R	1.1.	1 m	92 23	Itl	89 re. 97 V.03	Larini Nathan & Co Spezia	A; <i>hél</i> ; 5 comp; 1 p. P.	27.00 88-7	4.88 16-0	3.56 11-8	.....	Livourne	Alx. 03
✠	79	SAVOIE (ex-Citta-di-Genova) ELECTR. <i>Eyraud</i> . (10.05)	I	3/3,I	1.1.	Glt 3 P-A	1901 1206 1678	Frq	89 V.03	Wigham, Richardson & Co Newcastle o/T.	A-F; <i>hél</i> ; 6 comp; <i>nontabri</i> ; D. 19m55; R. R. 5m; R. M. 35m; R. sm60; G. 16m; 2 p. A; 1 p. P; rp. 03; car. 12.06.	90.77 297-10	10.29 33-10	5.17 17-0	.....	Marseille	Mrs. 12.06
✠	80	SAXOLEINE, <i>Crosby</i> . ELECTR. 68-03 (7.03) Petrol. in bulk.	II	3/3,I	1.1.	Glt 2 P-B-S	3757 2426 3371	Ang	99 V.03	Sir W. G. Armstrong Whitworth & Co (Ld) Low-Walker	A; <i>hél</i> 19 comp; <i>spard</i> ; D. 25m; R. 7m; G. 12m50; WB. cell. 98 t; C. R. 25 t; C. N. 134 t.); rp-car. 10.06.	102.28 335-7	13.71 45-0	8.70 25-6	73 77½	Newcastle- on-Tyne	N-E. 10.06
✠	81	SCHAERBEEK, <i>Van Bosch</i> Remorqueur. (6.99)	I	—	—	1 m bsc	49	Blg	90	Soc. an. des Ateliers, Forges & Acieries Bruges	A-F; <i>hél</i> ; 4 comp; 1 p. F. car. 9.01.	19.80 65-0	4.30 14-1	2.35 7-9	.....	Bruxelles	Av. 01
✠	82	SCHEDESTROOM, <i>Ger- ritsen</i> . (4.03)	I	3/3,A	1.1.	2 m	1188 723 952	P-B	03	Rijcke & Co Rotterdam	A; <i>hél</i> ; 5 comp; D. 23m17; R. 18m29; (WB. 250 t.); car. 2.07.	70.10 230-0	10.05 33-0	5.33 17-6	23½ 25½ 28½	Amsterdam	Am. 2.07
✠	83	SCHILLIG-HÖRN, <i>May</i> . Trawler. (8.04)	I	3/3,G	1.1.	2 m	150 40	Alm	93 V.04	G. Seebeck A. G. Goestemünde	A; <i>hél</i> ; 5 comp; R. 9m50; (WB. E. 8 t.), grp. 00; rp 07; car. 3.07.	32.31 106-0	6.40 21-0	3.38 11-1	.....	Hamburg	Hbg 4.07
✠	84	SCOTIA, <i>Grau</i> . (3.07)	I	3/3,G	1.1.	Glt 1 P-B	628 364 467	Alm	82 III 07	F. Schichau Elbing	F; <i>hél</i> ; 5 comp; D. 30m; R. 3m50; G. 6m; WT. <i>cule</i> N. 140 t; C. R. 10t.; 1 p. P; rp. 07; car. 9.06.	55.32 181-5	7.80 25-6	4.41 14-5	20.0 21½ 25½	Königsberg	Kngb. 11.07
N. B. — The Marks — indicate that the class has expired.																	

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS
			DESCRIPTION — DATE OF CERTIFICATE	CYLINDERS		STROKE in centim. in inches		Horse power nominal INDICATED REVOLUTIONS				SHELL Diamet.   Length — IN METERS IN FEET AND INCHES	Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION				
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES								NUMBER	grate surface in sq. meters in sq. feet						
																		heating surface in sq. meters in sq. feet		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
73	Dampfschiffahrts- Gesellschaft « Neptun »	✠	Comp. (6.07)	2	45 - 88 17.7-32.6 PS.n.02; v.4.06	56 22	250 110	Maschinenfabrik Buckau Magdeburg 1891	Hbg 6.07	✠	1 C	3.00 9-10	2.86 9-5	2	2.60 28	99 1064	7 100 7-100	Henry Koch Lübeck 1901	Hbg 6.07 v.c. 6.07	
74	F. Busse	✠	Comp. (6.07)	2	45 - 78 17.7 - 30.7 PS. n. 9.06	55 21.6	65 260 116	H. Paucksch Landsberg 1891	Wes. 6.07	✠	1 C	3.05 10-0	2.95 9-8	2	2.70 29	103 1107	7 100	F. W. Wencke Bremerhaven 1891	Wes. 6.07 v.c.6.07	
75	Companhia de Navega- cao « Cruzeiro do Sul »	✠	Tr. Exp. (3.05)	6	36 - 62 - 101 14-24.5-40	70 29.5	1400 115	Howaldtswerke Kiel 1905	Kiel 3.05	✠	2 C	4.11 13-6	3.63 11-11	6	9.12 98	360 3875	14 200	Howaldtswerke Kiel 1905	Kiel 3.05	
76	Koninklijke Nederland sche Stoomboot Maats- chappij	✠	Comp. (3.04)	2	68.5 - 127 27-50 PS.3.04	91.4 36	107 520	Maatschappij de Maas Delfshaven 1883	Am. 04	✠	1 C	4.32 14-2	3.12 10-3	6	5.48 59		5.27 75	Maatschappij de Maas Delfshaven 1883	Am. 04 v. c.04 P. C.04	
77	Worms & Co	✠	Comp. (8.04)	2	61 - 122 24 - 48 PS. n. 7.06	69 27	125 625 90	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1900	Hv. 9.07	✠	2 C	3.20 10-6	3.05 10-0	4	6.22 67	186 2000	8.4 120 5.6-80	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1900	Hv. 9.07 v.c.04	
78	Ing. Eduardo Almagia	.	Tr. Exp. (7.03)	3	31 - 45 - 62 12 - 18 - 24	40 16	274 164	Larini Nathan & Co Spezia 1893	.....	.	1 C	2.53 8-6	2 99 9-7	2	2.80 29	75 810	11 156	Larini Nathan & Co Spezia 1893	Alx. 03 v.c.03	
79	Société générale de Transports Maritimes à vapeur	✠	Tr. Exp. (10.03)	3	70 - 110 - 180 27.6 43.3 - 71 PS.n.04; v.12.06	122 48	610 2600 74	Richardson & Co Newcastle o/T. 1889	Mrs. 12 06	✠	2 CD	4.03 13-3	4.88 16-0	12	18.70 201	544 5856	10.3 150 4.5-64	J. B. Prudhon Marseille 1903	Mrs. 03 v. c.03	
80	The Saxoleine Steam- ship Co Ltd (Hunting & Son)	✠	Tr. Exp. (7.03)	3	61 - 102 - 162 24 - 40 - 64 PS. 7.07	122 48	315 1750 67	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1899	N.C. 7.07	✠	2 C	4.88 16-0	3.35 11-0	6	13.10 142	494 5312	11.2 160 7-100	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1888	N.C. 7.07 P.C. 10.06 v. c.03	
81	Soc. an. du Canal & des Installations maritimes	✠	Comp. (6.99)	2	25 - 45 10 - 18	30 12	25 100 160	Société anon. Mar- cinelle & Couillet Couillet 1899	.....	✠	1 C	2.20 7-3	2.80 9-2	1	1.57 17	50 538	9.5 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99	
82	Hollandsche Stoomboot Mij	✠	Tr. Exp. (4.03)	3	45 - 71 - 114 17.5 - 28 - 45 PS. 2.07	91 36	800 85	Mij voor Scheeps- & Werktuigbouw Rotterdam 1903	Am. 2.07	✠	1 C	4.34 14-3	3 66 12-0	3	5.21 56	214 2300	12.6 180 5.6-80	Mij voor Scheeps- & Werktuigbouw Rotterdam 1903	Am. 04	
83	J. H. Köser	✠	Comp. (8.04)	2	41 - 83 16 - 33 PS. n.02; v.6.06	56 22	280 110	G. Seebeck A. G. Geestemunde 1896	Hbg 6.06	✠	1 C	3.00 9-10	2.80 9-2	2	3.00 32	102 1098	8 114	G. Seebeck A. G. Geestemunde 1896	Hbg 04 v.c.04	
84	Königsberger Dampfer- Verein A. G. (O. Birth)	✠	Comp. (3.07)	2	52 - 105 20.5 - 41.3 PS. n.2.01; v.9.06	55 21.6	75 300 70	F. Schichau Elbing 1882	Kngh 3.07	✠	2 C	2.44 8-0	2.52 8-3	4	3.36 36	125 1344	6 85	Union Giesserei Königsberg 1893	Kngh. 3.07 v.c.3.07	

NAVIRES & CAPITAINES		CLASSIFICATION	GREGEMENT	TONNAGE	PAVILLON	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR	LONGUEUR	LARGEUR	CHEUX	PORT	LIEU et DATE de la DERNIÈRE VISITE						
DATES DU PRÉVET DU CANTAIN & DE SON COMMANDEMENT ACTUEL	DATE DU TERME												NOMBRE DE PONTS	T.	R.	U.	PORT DE CONSTRUCTION	COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
✠	85	SCOTTISH-HERO, Muir. Turret. (1.05)	I	3.3.L 1.1.	1386	Ang	95	W. Duxford & Sons Sunderland	A; hél; 6 comp; R. N. 6m10; G. 10m97; (WB. cell. 592 t; C. R. 38 t; 1 p. A; rp-car. 6.05.	90.52	12.19	6.53	297-0	40-0	21-5	.....	Newcastle 07	N-S. 6 05
	86	SCOUT..... Yacht. (5.03)	12-G	3.3.Y 1.1.	2	Fre	90	Angleterre	C-T-Ac-S; hél; d.ev.	7.30	1.02	0.80	24-0	5-4	2-8	.....	Bordeaux	Bx 03
✠	87	SEA-FAY, Clayton. (5.02) Yacht.	I	—	164	Ang	02	Lobnitz & Co Ld Renfrew	A; hél; 6 comp.	39.00	5.80	3.10	127-11	19-0	10-2	.....	Glasgow	Gls. 02
	88	SEA-FOAM, ..... Chalutier. (4.00)	I	—	170	Fre	98	J. Duthie, Sons & Co Aberdeen	A; hél; 4 comp; grp-car. 4.00.	32.85	6.38	3.40	107-10	20-11	11-6	.....	Brest	Brst 00
	89	SEATON, Clase. (10.0)	II	3.3.G 1.1.	964	Sds	71	Denton, Gray & Co West Hartlepool	F; hél; 5 comp; well; 1 D. 22m71; R. 13m51; G. 7m98; (WB. cale. R. 95 t. cale. N. 85 t; grp. 05; car. 3.07.	67.15	8.84	5.00	220-4	20-0	16-5	.....	Oscarshamn	Osch. 3.07
✠	90	SECONDIUS, Smith. (8.00) Hopper.	I	3.3.R 1.1.	601	Egp	06	Lobnitz & Co Ld Renfrew	A; 2 hél; 7 comp; 1 D. 23m; 1 G. 10m15; (WB. lat. 120 t).	54.88	9.77	3.48	180-1	32-1	11-5	29 30 32	Port-Said	Gis. 8 06
✠	91	SEIDJUMI, Wette. Remorqueur. (10.07)	I	3.3.G 1.1.	90	Fre	07	A. F. Simulacres Senegambie	A; hél; 5 comp; 1 p. A.	24.00	4.75	2.70	78-9	15-9	8-10	.....	Tunis	Rd. 10.07
✠	92	SEINE, Damp. (4.04) 84-00	I	3.3.L 1.1.	1383	Fre	90	Wm Dobson & Co Low-Walker	A; hél; 5 comp; 1 D. 26m82; R. 17m68; G. 7m93; (WB. cell. 271 t; C. N. 34 t; C. R. 16 t; rp. 06; car. 3.07.	72.30	10.42	4.80	237-3	34-3	15-9	18 20 1/2 23	Dunkerque	Bx 3.07
✠	93	SEINE-II, Bloch. ELECTR. Drague. (4.01)	I	—	746	Fre	01	Anciens Etablisse- ments H. Satre Arlos	A; 2 hél; 10 comp; 1 p. PP.	57.45	10.74	4.13	188-6	35-3	13-7	.....	Rouen	Mrs. 01
✠	94	SEINE-III, Cros. (6.01) ELECTR. Drague.	I	—	746	Fre	01	Anciens Etablisse- ments H. Satre Arlos	A; 2 hél; 10 comp; 1 p. PP.	57.45	10.74	4.13	188-6	35-3	13-7	.....	Rouen	Mrs. 01
✠	95	SELANDIA, Trogense- guard. (7.05)	I	3.3.G 1.1.	1043	Den	01	Halstings Jern- skrotyager	A; hél; 5 comp; 1 D. 3m50; 1 D. 18m11; R. 32m13; G. 7m32; (WB. cell. 334 t; Eisenem. C. N. 24 t; R. 13 t; 1 p. A; car. 7.07.	68.95	10.60	3.75	226-3	34-5	12-4	9 11 13	Copenhague	Rd. 7.07
	96	SENEAL, z-frances. Chalutier. Post. (5.00)	14-7	3.3.A 1.1.	152	P.B.	00	Beefing Reas L. Gorleston	C; hél; 2 hél; 1 D. 11m20; car. 8.06.	27.90	7.08	3.50	91-7	23-3	11-6	.....	Ymuiden	Am. 6.07 e.v. 5.07

N. B. — Les traits — — indiquent que la cote est annulée.

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SUIVRE BLANCHE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES		
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux vapeur	NOMBRE de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION en lb. par pouce carré	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	37		38	
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces								Diamètre	Long.	NOMBRE	surf. grille en m. carr. en p. carr.							surf. de chauffe en m. carr. en p. carr.
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
85	Canadian Ocean & Inland Nav. Co Ld	✠	Qu. Exp. (1.05)	4	50-70-99-140 19.6-27.6-39-55 PS.n.5.03;v.1.05	107 42	350 1400	W. Duxford & Sons Ld Sunderland 1895	N-S.1.05	✠	2 R W T	3.60-3.50-3.27 12.1 11.6-10.9	6	15.40 166	437 4700	14 200	Babcock & Wilcox London 1900	N-S.1.05 v.c.1.05 p.c.1.05							
86	L. Monié	.	Qu. Exp. (5.03)	4	4.4-6-10-12 1.7-2.5-4-4.7	9 2.5	8	Simpson Strickland Dartmouth 1890	.....	.	1 C		1	0.16 1.72	4.04 43	10 143	Simpson Strickland Dartmouth 1890	Bx 0.3 v.c.03							
87	James Weston Clayton Esqre (London)	✠	Tr. Exp. (5.02)	3	25-42-66 10-16.5-26	46 18	42 370 210	Lobnitz & Co Ld Renfrew 1902	.....	✠	1 C	3.12 10 3	2.90 9-6	2	3.25 35	77.66 835	12 170	Lobnitz & Co Ld Renfrew 1902	Glsq. 62						
88	P. Dumont	.	Tr. Exp. (4.00)	3	30-51-84 12-20-33	53 21	82 330 110	Hall Russell & Co Aberdeen 1898	.....	.	1 C	3.28 10-9	3.28 10-9	2	2.70 30	88 546	11.5 165	Hall, Russell & Co Aberdeen 1898	Brs 00 v.c.01						
89	Rederi Aktiebolaget « Orion » (O.Wingren)	.	Tr. Exp. (10.04)	3	38-64-104 15-25-41 PS.10.04	84 33	500 64	.....	Osch. 01	.	1 C	4.03 13-3	3.02 9-11	3			11.2 160 4.2-60	.....	Osch. 3.07 v. c.04 p.c.3.07						
90	Cie Universelle du Canal Maritime de Suez	✠	2 Comp. (8.06)	4	44-97 17.5-38	61 24	125 750 100	Lobnitz & Co Ld Renfrew 1900	Glsq. 8 06	✠	2 C	3.35 11-0	2.74 9-6	4	7.43 80	187 2010	8 114	Lobnitz & Co Ld Renfrew 1900	Glsq. 8.06						
91	Cie des Ports de Tunis, Sousse & Sfax	✠	Comp. (10.07)	3	38-76 15-30	40 16	250 150	A. F. Smulders Schiedam 1907	Rd.10.07	✠	1 C	2.70 8-10	3.19 10-6	2	2.56 27	80 860	8.3 118	A. F. Smulders Grâce-Berleur 1907	Rd.10.07						
92	Cie France Baltique (à Paris)	✠	Tr. Exp. (4.04)	3	49.5-82.5-137 19.5 32.5-54 PS.3.07	91.4 36	197 1100	North Eastern Ma- rine Engineering Co Ld Newcastle o/T.1899	Bx 3.07	✠	2 C	4.11 13-6	3.05 10-0	6	8.82 95	297 3200	12.6 180 5.5-78	North Eastern Ma- rine Engineering Co Ld Newcastle o/T.1899	Bx 3.07 p.c.3.07 v.c.04						
93	Administration des Ponts & Chaussées	✠	2 Comp. (4.01)	4	44-80 17.3-31.7	45 17.6	135 540 150	Anciens Etablisse- ments H. Sâtre Lyon-Arles 1901	.....	.	2 C Belle- ville	2.47 x 2.63 x 2.84 8-1 x 8-8 x 9-3	2	3.64 39	200 2150	15 214	Belleville Paris 1901	Mrs. 01							
94	Administration des Ponts & Chaussées	✠	2 Comp. (6.01)	4	44-80 17.3-31.7	45 17.6	135 540 150	Anciens Etablisse- ments H. Sâtre Lyon-Arles 1901	.....	.	2 C Belle- ville	2.47 x 2.63 x 2.84 8-1 x 8-6 x 9-4	2	3.64 39	200 2150	15 214	Belleville Paris 1901	Mrs. 01							
95	Dampskibsselskabet « Dan » (P. L. Fisker)	✠	Tr. Exp. (7.05)	3	42-68-112 16.5 26.5-44 PS.7.07	76 30	131 650 95	Helsingörs Mas- kinbyggeri Elseneur 1905	Rd. 7.07	✠	2 C	3.20 10-6	3.05 10-0	4	5.96 64	209 2247	12.6 180	Helsingörs Mas- kinbyggeri Elseneur 1905	Kngb. 9.07						
96	Stoom-Visscherij Mij « Selene »	.	2 Comp. (9.06)	4	27-51 10.5-20 PS.5.07	30 12	40 200 125	Crabtree & Co Ld Great-Yarmouth 1899	Am. 5.07	.	1 C	2.77 9-1	2.44 8-0	2	1.90 20	50 413	8.4 120	Riley Bros Ld Stockton-o/Tees 1899	Am. 9.06 v.c.9.06						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECK	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES 13 14 15	BREADTH IN METERS 16	DEPTH IN FEET & INCHES 17	PORT OF REGISTRY	LAST SURVEY									
	DATES OF CAPTAIN'S CERTIFICATE AND RECURRENT EXAMINATION						T.	R.																		
	DATE OF TERM																									
	1	2	3															4	5	6	7	8	9	10	11	12
+	87	SELMA, Lloyd.	12.04	I	3/3.L	1.1.	Glt	3489	2233	2977	Ang	96	W. Duxford & Sons Ld Sunderland	A: <i>hél</i> : 7 <i>comp</i> ; G. 10m65; WB. <i>cell</i> : 726 t; C.R. 35 t.; 2 p. A; rp-car. 11.06.	103.63	13.87	7.47	West-Hartle- pool	N-C. 11.06							
+	88	SENATOR, Lloyd.	5.06	I	3/3.G	1.1	Glt	2409	1845		Amr	98	Union Iron Works San-Francisco	A: <i>hél</i> : 6 <i>comp</i> ; R. 31m70; 1 p. A; rp-car. 5.06.	85.34	11.01	5.94	New-York	1cm. 5.06							
+	99	SÉNÉGAMBIE, Guibert.	—-02 (2.07)	I	3/3.L	1.1.	2m 2 P-B	1612	1017	1461	Frç	02	De la Brosse & Fou- ché Nantes	A: <i>hél</i> : 7 <i>comp</i> ; R. R. 10-40; R. 10m20; G. 9m00; (WB. 216 t; C.A. 35 t; C.R. 34 t.); rp. 07; car. 10.07.	75.45	10.71	6.26	Bordeaux	Rx 10.07							
+	100	SESLAC, M. Kinnon.	1.04	12	3/3.G	1.1	Glt	1010	687	699	Ang	04	D. Lynch St-John (N-B)	Sp-B-PP; ch. m-fr. & frç; (sal); sfb; rp. 05.	55.60	10.05	4.90	St John N-B	N-S. 05 c.v. 05							
+	101	SEPHORA-WORMS, Matis. (2.07) 88-06		I	3/3.L	1.1.	Glt	1644	1015	1420	Frç	91	Lobnitz & Co Renfrew	G: <i>hél</i> : 5 <i>comp</i> ; D. 11m81; R. 18m90; G. 12m50; (WT. <i>calc</i> A. 426 t; <i>calc</i> R. 342 t; C.A. 19 t; C.R. 17 t.); 1 p. A; 1 p. P; car. 2.07.	77.68	10.84	6.41	Le Havre	Hv. 2.07							
+	102	SERESIA, Damster. (6.04)		I	3/3.L	1.1.	Glt	2380	1708	2398	Belg	00	Sté John Cockerill Anvers	A: <i>hél</i> : 7 <i>comp</i> ; spars; R. 7m32; G 9m06; (WB. <i>cell</i> . 646 t.; 2 p. A. car. 7.07.	91.44	13.71	7.62	Anvers	Av. 7.07							
+	103	SERGIE-WITTE, Flan- ders. (9.00)		III	—	—	Glt	250	200	200	Rss	90	Edwards & Symes London	A: 2 <i>hél</i> ; 4 <i>comp</i> ; 1 p. A.	54.86	8.38	2.28	Rostoff s, Don	Ld. 90							
+	104	SEELA, Wesli. (4.07)		III	3/3.G	1.1.	Glt	287	199		Sds	72	Lindholmens Motals Werkstad Motals	F-A: <i>hél</i> : 5 <i>comp</i> ; alg. 80; arp. 01; rp-car. 4.07.	36.53	6.71	3.58	Gothembourg	Got. 4.07							
+	105	SERVICE-DU-PORT-N°1, ..... (5.04)		I	3/3.R	1.1.	Chp	30	14	20	Frç	04	Chantiers de Proven- ce Port-de-Bouc	A: <i>hél</i> : 5 <i>comp</i> .	15.00	3.66	2.00	Marseille	Mrs. 04							
+	106	SEVER, Fremantle. (5.04) ELECTR.		I	—	—	Glt	754	513	626	Rss	94	Hawthorn, Leslie & Co Hebburn	A: 2 <i>hél</i> ; 5 <i>comp</i> ; D. 21m34; R. 8m99; R. N. 5m49; G. 7m93; (WB. 185 t.); 1 p. A.	54.01	8.54	3.71	Astrakhan	N-C. 94							
+	107	SEVILLA, Stadt. (10.01) ELECTR. Drague.		I	—	—	1m 2P	371			Esp	91	Wesf Conrad Haarlem	A: <i>hél</i> : 8 <i>comp</i> ; 1 p. A.	45.00	8.00	4.00	Seville	Am. 01							
+	108	SIXTA, M. Gray. (5.06)		II	3/3.L	1.1.	Glt	222	117	190	Amr	74	W. Gray West-Hartlepool	F. <i>hél</i> : 4 <i>comp</i> ; D. 11m; R. 3m; (WT. <i>calc</i> A. 60 t.; alg. 82; rp-car. 5.06.	33.92	6.00	3.38	Antofagasta	Flsb. 5.06							

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article G of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES		HEATING surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION		OF BOILERS		
					IN CENTIMETERS IN INCHES	IN INCHES							DIAMETER — IN METERS IN FEET AND INCHES	LENGTH — IN METERS IN FEET AND INCHES	NUMBER	GRADE SURFACE in sq. meters in sq. feet			TEMPERATURE				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
97	The Horsley Line Ltd (M. H. Horsley)	+	Tr. Exp. (12.04)	3	61 - 93 - 168 24 - 38.5 - 66 PS. n.02; v. 2.06	114 45	300 1200 59	T. Richardson & Sons Ltd Hartlepool 1896	Card. 2.06	+	2 C	4.80 15-9	3.20 10-6	6 88	8.22 4667	433 160 5.6-80	11.2 160 5.6-80	T. Richardson & Sons Ltd Hartlepool 1896	Card. 8.07 v. c.04 P. c.2.06				
98	Pacific Coast Co	+	Tr. Exp. (5.06)	3	58 - 91.4 - 102 23 - 36 - 60 PS. n.03; v.5.06	91.4 33	360 1800 125	Union Iron Works San-Francisco 1898	Tem. 5.06	+	2 C	4.27 14-0	3.50 11-6	6 95	8.83 4795	446 160 7-100	11.2 160 7-100	Union Iron Works San-Francisco 1898	S.F. 7.86 P. c.7.06 v. c.7.06				
99	P. Buhan & Co	+	Tr. Exp. (3.07)	3	46 - 75 - 120 18-29.5-47.5 PS. 3.06	90 35.5	240 960 86	de la Brosse & Fou- ché Nantes 1902	Bx 3.07	+	2 C	3.60 11-10	3.05 10-0	4 88	8.17 2602	242 160 6-85	11.2 160 6-85	Ateliers de St-Na- zairo Penhoët St-Nazaire 1902	Bx 2.67 P. c.2.07 v. c.2.07				
100	Wm Thomson		Comp. (1.04)	2	51 - 102 20 - 40	76 30	66 450 130	James Fleming St-John (N.B.) 1904	N-S. 05		2 C	3.20 10-6	3.80 12-6	2 46	4.28		11.2 160	James Fleming St-John (N.B.) 1904	N-S. 05				
101	Worms & Co	+	Tr. Exp. (2.07)	3	51 - 86 - 130 20 - 34 - 51 PS. n.04; v.2.06	107 42	198 1500 88	Lobnitz & Co Renfrew 1891	Hv. 2.07	+	2 C	4.39 14-5	3.05 10-0	6 120	11.15 3100	290 157 6.3-90	11 157 6.3-90	Lobnitz & Co Renfrew 1891	Hv. 2.07 P. c.2.07 v. c.2.07				
102	Sté Anon. John Cockerill	+	Tr. Exp. (6.04)	3	57 - 91 - 146 22 - 36 - 57 PS. 7.07	110 43	1250 78	Sté John Cockerill Seraing 1900	Av. 7.07	+	2 C	4.00 13-2	3.07 10-1	6 110	10.26 3914	364 160 6-85	11.2 160 6-85	Sté John Cockerill Seraing 1900	Av. 04 v. c.04 P. c.04				
103	J. W. Biszinsky		2 Comp. (9.90)	4	30.5 - 61 12 - 24	49.5 16	60 240	Wilson & Co London 1890	.....		2 C	2.59 8-6	2.13 7-0	2			7 100	S. Hodge & Co London 1890	Ld. 90				
104	C. L. Larsson		Comp. (4.07)	2	30 - 69 12 - 27 PS. n. 4.07	44 17.5	40 160 100	Eriksberg Mek. Verkstad Gothembourg 1901	Got.4.07		1 C	2.59 8-6	2.47 8-1	2 22	2.00 492	46 125 1.8-25	8.8 125 1.8-25	Eriksberg Mek. Verstad. Gothembourg 1901	Got.4.07 v. c.4.07				
105	Service du Port	+	Comp. (6.04)	2	21 - 40 S 16	24 9	18 72 250	Ateliers deProvence Marseille 1904	Mrs. 04	+	1 C	1.82 6-0	2.20 7-3	1 11	1.07 328	50.50 128	9 128	Ateliers deProvence Marseille 1904	Mrs. 04				
106	Eastern Steam Ship Co	+	2 Comp. (5.94)	4	46 - 86 18 - 34	51 20	100 500 100	Ross & Duncan Glasgow 1894	.....	+	1 C	3.68 12-0	3.75 12-3	3 57	5.20 1980	184 90	6.33 90	Ross & Duncan Glasgow 1894	N-C. 94				
107	Junta del Obras	+	Tr. Exp. (10.01)	3	29 - 44 - 65 11.5-17-25.5	55 21.5	80 325 165	Gebr. Stork & Co Hengelo 1901	.....	+	2 C	2.40 7-11	2.65 8-8	4 43	4 592	55 150	10.54 150	Gebr. Stork & Co Hengelo 1901	Am. 01				
108	J. & S. Sabioncello	+	Comp. (4.04)	2	45 - 80 17.7 - 33 PS. n.5.06	45 17.7	45 200 108	Möller & Holberg Stettin 1882	Flsb. 5.06	+	2 C	2.03 6-8	2.61 8-7	2 30	2.78 543	50.50 100	7 100	Oderwerke Stettin 1901	Flsb. 5.06 v. c.04				

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈEMENT — NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PAYS DE CONSTRUCTION	MATERIAUX PROPULSEUR — COMPARTIMENTS, ÉTANCHES CONSTRUCTIONS SUR LE PORT WATERMALLAST, PONTS RÉPARATIONS	LONGUEUR — EN METRES EN PIEDS & POUCES	LARGEUR — EN METRES EN PIEDS & POUCES	CREUX — EN METRES EN PIEDS & POUCES	PORT — D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE	
	DATES DU BREVET DU CAPITAINE et de son COMMANDEMENT ACTUEL — DATE DU TERME					T.	R.										
	1	2	3			4	5										6
✠	109	SHAMROCK, <i>Sauvageau</i> . (10.98) (3/3, I, 1.1.)	14	...	...	1 m	236 186	Ang	98	H. Kavan Quebec	PP, 4 comp., 1 p. PP; r.p. car. 3.07.	33-72 117-3	7-62 25-0	2-02 6-7	.....	Ottawa	Queb 98
✠	110	SHAMROCK, <i>Rohellec</i> . Chalutier. (7.04)	I	3/3, P 1.1. A.&C.P.	Kt	204 59	197	Frç	04	Superior Dock Co Ltd North-Shields	A, hel, 4 comp., 1 p. PP; r.p. car. 3.07.	36-65 120-3	6-53 21-5	3-58 11-0	.....	La Rochelle	Nr. 3.07
✠	111	SHEILA, <i>Ogilvy</i> . (11.03) Turret.	I	3/3, L, 1.1. A.&C.P.	2 m 1 P-B	3565 3029	...	Ang	03	W. Duxford & Son Ld Sunderland	A, hel, 2 comp., D. 8-0-14; R. 2-0-32; G. 11m29; (WJ. cell. 949 t; cale 1003 t; C.R. 10 t.); r.p. car. 1.07.	103-0 340-1	15-00 50-2	6-00 22-8	12	London	S F 3.07
✠	112	SHELDON-PARKS, ..... ELECTR. (3.07)	I	3/3, 1.1 Lakes	2 m 1 P-B	...	...	Amr	07	Superior Dock Co Superior	A, hel, 4 comp., 1 p. PP; r.p. car. 3.07.	169-10 342-0	17-07 56-0	9-44 31-0	.....	Fairport	Civ. 3.07
✠	113	SIBERIA, <i>Zeeder</i> . (10.02) ELECTR.	I	3, 3, L, 1.1.	4 P-B-A	11284 5655	...	Amr	02	Superior Dock Co Newport-News	A, hel, 4 comp., D. 8-0-14; R. 7-0-32; G. 21m05; (WJ. cell. 2124 t; cale 526 t; C.N. 225 t; C.R. 271 t.); 3 p. A; 1 p. B; r.p. 07; car. 6.07.	168-00 551-7	19-25 63-2	11-58 38-0	.....	New-York	SA 5.17
✠	114	SICILIA (ex-Stubbenhuk), ..... (8.94)	I	— —	Glt 3 P	2926 182	274	Amr	90	Cris Connor & Co Glasgow	A, hel, 7 comp., B. 23m17; G. 12m19; (WJ. cell. 515 t.); 2 p. A; 1 p. PP; r.p. car. 8.94.	100-24 329-2	12-58 41-3	7-85 25-8	.....	Hamburg	Hbg 94
✠	115	SICILIA, <i>Toscanino</i> . (8.99)	I	— —	Glt 3 P	4537 2944	1097	It	09	Hifer, Manara & Co Portusola	A, hel, 7 comp., D. 12-0-60; R. 3-0-32; Gr. 9m75; (WJ. cell. 950 t.); 3 p. A; r.p. 04.	30-97 328-0	14-55 47-9	4-84 19-2	.....	Messine	Phld. 04
✠	116	SIF, <i>Larsen</i> . (11.07)	I	3/3, P 1.1 P.R.	Glt 7	105 74	...	Dan	99	Kj. Jensen & Co Copenhagen	A, hel, 4 comp., D. 12-0-60; (WJ. C. R. 2 t.); p. Bois; car. 10.07.	29-30 96-0	10-08 18-8	2-10 7-6	.....	Svendborg	Svd 11.07
✠	117	SIGNAL (ex-Rennie), Steffenhagen. (12.03) 89-98	I	3/3, L, 1.1. A.&C.P.	Glt 1 P-B	1276 785	...	Alm	92	Tyne Iron Works Newcastle o/T.	F, hel, 3 comp., 1 p. F; r.p. 06; car. 8.07.	70-30 250-0	10-00 35-0	1-88 16-0	.....	Kiel	Fsb. 8.07
✠	118	SIGVARD ex Gads, <i>Nils-son</i> . (3.00) ELECTR.	I	3/3, A 1.1.	B G 1 P-B	925 705	...	Sds	99	Ose Møller & Co Oslo	F, hel, 3 comp., D. 12m03; R. 8-0-14; car. 3.00.	47-30 155-0	8-40 27-7	1-88 16-0	.....	Göteborg	Get. 3.00
✠	119	SILESIA (ex-Hendrik), Radvan. (1.07) 94-06	I	3/3, L, 1.1. A.&C.P.	2 m 2 P	3491 2181	3079	Alm	96	J. J. van der Alblasserdam	A, hel, 4 comp., D. 12m14; R. 2m33; G. 12m06; (WJ. cell. 800 t.); 2 p. A; r.p. 03; car. 1.07.	100-8 330-0	14-02 48-0	5-16 26-0	64-0 68-1	Stettin	Stt. 1.07
✠	120	SILKSWORTH-HALL, James. (7.07) 81-07	I	3/3, L, 1.1. A.&C.P.	2 m 1 P-B	4777 3042	3069	Ang	04	W. Duxford & Son Ld Sunderland	A, hel, 2 comp., D. 8-0-14; G. 12m19; (WJ. cell. 1004 t; C. R. 10 t.); 1 p. A; car. 10.07.	100-8 360-0	16-18 53-1	7-00 28-1	104-0 150-1	Cardiff	Card. 7.07

N. B. — Les traits — indiquent que la cote est exprimée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		SUIVRE BLANC SPECIAL	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons	Force nominale en chevaux	Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SUIVRE BLANC SPECIAL	TYPE	ENVELOPPE		FOYERS		PRESSION	CONSTRUCTEURS			
						DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces								Diamèt.	Long.	NOMBRE sur grille en mètre carr. en pied carr.	LIEU & ANNÉE de CONSTRUCTION		LIEU & ANNÉE de CONSTRUCTION			
																					EN MÈTRES EN PIEDS ET POUCES		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
109	Canadian Government		Comp. (10.98)	2	46 - 86 18 - 34	51 20	49 294 90	Carrier, Laine & Co Quebec 1880	.....		1 C	2.54 8-4	2.44 8-0	2 25	9.22 750	4.92 70	J. J. Thompson Glasgow 1882	Queb. 98 v.c. 98					
110	Georges Conor	✠	Tr. Exp. (7.04)	3	32 - 51 - 86 12.5-20-34 PS.3.07	61 24	75 420 106	Shields Engin. Co Ld North Shields 1904	Nt. 3.07	✠	1 C	3.81 12-6	3.20 10-6	3 49	4.55 1431	12.6 180	Wallsend Slipway & Engin. Co Ld Wallsend o/T. 1904	Nt. 3.07					
111	Lion Line Ld (Weddel Turner & Co)	✠	Tr. Exp. (11.03)	3	66 - 107 - 173 26-42-68 PS.7.06	107 42	313 1350 68	W. Duxford & Sons Ld Sunderland 1903	Av. 7.06	✠	2 C	4.80 15-9	3.35 11-0	6 103	9.60 4906	11.2 100 5.6-80	W. Duxford & Sons Ld Sunderland 1903	N-C. 03					
112	W. A. Haywood	✠	Triple (3.07)	3	60 - 97 - 160 23.5-38-63	107 42	1700 83	American Shipbg. Co Cleveland 1907	Civ. 3.07	✠	2 C	4.42 14-6	3.50 11-6	6 115	11.30 5400	12.6 180	American Shipbg. Co Cleveland 1907	Civ. 3.07					
113	Pacific Mail Steamship Co	✠	Q. Exp. (10.02)	4	89-127-178-254 35 50-70-100 PS.6.07	168 66	18000 86	S. B. & D. D. Co Newport-News 1902	H-K. 6.07	✠	2 CD 2 C	4.88 16-0 3.18 20-3 10-5	6.17 44912	100 1072	4177 14912	14 209 14-200	S. B. & D. D. Co Newport-News 1902	N-Y. 02					
114	Hamburg-Amerik. Packetf.-Act.-Ges.	✠	Tr. Exp. (8.94)	2	61 - 93 - 162 24 - 39 - 64	107 42	288 1500 70	D. Rowan & Son Glasgow 1890	.....	✠	2 CD	3.81 12-6	4.88 16-0	8 145	13.49 4678	11.4 163	D. Rowan & Son Glasgow 1890	Hbg. 94 v.c. 94					
115	W. F. Becker		Tr. Exp. (10.99)	3	61 - 102 - 168 24 - 40 - 66	122 48	285 1638 78	North-Eastern Ma- rine Eng. Co Wallsend o/Tyne 1889	.....		2 C	4.50 14-9	3.50 11-6	6 360	34 4800	12.33 182 7-100	North-Eastern Ma- rine Eng. Co Wallsend o/Tyne 1889	Gn. 04					
116	Sydfynske Dampskibs- Selskab	✠	Comp. (11.07)	2	36.5 - 73 14.4 - 28.8 PS.1.07	45.7 18	46 230 150	Kjöbenhavns Flyde- dok og Skibsværft Copenhagen 1899	Svdb. 11.07	✠	1 C	3.12 10-3	2.81 9-2	2 26	2.42 947	8.44 120	Kjöbenhavns Flyde- dok og Skibsværft Copenhagen 1899	Svdb. 11.07 v.c. 11.07					
117	Paulsen & Ivers		Comp. (2.03)	2	61 - 135 24 - 53 PS.n.8.07	91 36	600 70	Wallsend Slipway & Engin. Co Ld Newcastle o/T. 1882	Fish. 8.07		2 C	3.66 12-0	3.05 10-0	4 70	6.54 2850	7.75 110	Flensburger Schiff- bau Ges. Flensburg 1903	Fish. 8.07 v.c. 03					
118	Ångfartygs Aktiebolag « Sigvard » (G. F. Ahlberg)		Comp. (3.06)	2	46 - 102 18 - 40 PS.12.05	61 24	300	Oscarshamns Mek. Atelier Oscarshamn 1875	Got. 3.06		1 C	3.58 11-9	3.18 10-5	3 51	4.74 51	4.5 65 4.2-60	Goteborgs Mek. Werkst Gothembourg 1885	Got. 3.06 v.c. 3.06 v.c. 3.06					
119	W. Kunstmann	✠	Tr. Exp. (1.07)	3	58 - 91.4 - 152 23 - 36 - 60 PS. n.04; v.5.06	91.4 36	1200 75	P. Smit Jr Rotterdam 1898	Stt. 1.07	✠	2 C	3.81 12-6	3.35 11-0	4 72	6.69 3054	284 7-100	P. Smit Jr Rotterdam 1898	Stt. 1.07 v.c. 1.07					
120	Silksworth Hall S.S. Co Ld (Elw. Nicholl)	✠	Triple (7.07)	3	66 - 107 - 173 26 42 68	114 45	342 1550 64	W. Duxford & Sons Ld Sunderland 1907	N-C. 7.07	✠	2 C	5.18 17-0	3.35 11-0	8 133	12.30 5484	11.2 100	W. Duxford & Sons Ld Sunderland 1907	N-C. 7.07					



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	PRICE (FREE BOARD) SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY			
	—						—					PROPELLER											
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						—					WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS											
	DATE OF TERM						—					IN METERS IN FEET & INCHES											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
•	121	SILVERIO-NERY (ex-Kra- gero), Carlo. (11.01)	III	—	—	Glt	125 62 75	Brs	67 V.01	..... Bergen	F: h <sub>el</sub> : 3 comp; D. 7m20; R. 13m10; car.11.01.	31.30 102-8	4.95 16-3	2.57 8-5	.....	Para	Npl. 01						
✦	122	SILVIA, Linicke. (4.96)	I	—	—	Glt 2 P	890 555 650	Alm	85 V.95	Reiherstieg Schiffs- werft Hamburg	F: h <sub>el</sub> : 5 comp; D. 35m33; G. 7m42; (WB. cell. 205 t.); rp-car. 1.97.	59.21 194-3	9.20 30-2	4.64 15-2	.....	Hamburg	Hbg. 97						
✦	123	SILVIA, Wimmers.(5.06) ELECTR.	I	3/3, G	1.1.	Glt	267 150 227	Alm	86 V.00	Flensburger Schiff- bau-Gesellschaft Flensburg	A-F: h <sub>el</sub> : 5 comp; R. 7m24; G. 4m47; WB. cell. 28 t.; C. X. 18 t.; p. 8; rp- car. 5.07	39.10 128-3	6.75 22-1	3.36 11-0	.....	Flensburg	Fsh. 5.07						
✦	124	SIMON-J. MURPHY, ..... ELECTR. (7.00)	I	—	—	2 m 1 P-B	4869 3770	Amr	00	Detroit Shipbuilding Co Wyandotte	A; h <sub>el</sub> : 4 comp; (WB.).	132.70 435-5	15.07 51-5	8.74 28-0	.....	Duluth	Clv. 00						
•	125	SIN-KAI, Varrelmann. (1.97) (3/3, P, 1.1.)	12	...	...	Glt	368 264	Jap	97	G. Fonwick & Co Hong-Kong	T-P: 2 h <sub>el</sub> : 3 comp; (WB. N. 9 1/2 t; R. 17 t.); ch.m; d.m.11.97; rp.98.	47.24 755-0	7.32 24-0	2.59 8-6	.....	Tamsi	Amoy 98 v.c. 98						
✦	126	SINDORO, Guthrie.(8.04) ELECTR.	I	3/3, L A.&C.P.	1.1.	Glt 3 P	5468 3476	P-B	00 V.04	Koninklijke Maat- schappij de Schelde Flessingue	A; 2 h <sub>el</sub> : 7 comp; (WB. cell. 650 t.); 2 p. A; car. 5.07.	124.96 410-0	15.24 50-0	9.44 31-0	.....	Rotterdam	Rd. 5.07						
✦	127	SINES, ..... (2.98)	I	—	—	Glt 2 P-S	1294 934 1143	Alm	94 V.98	Henry Koch Lübeck	A; h <sub>el</sub> : 5 comp; spard; R. 17m37; G. 7m32; (WB. cell. 221 t.); 2 p. A; rp- car. 2.98.	68.88 226-0	9.75 32-0	7.01 21-6	.....	Oldenburg	Hbg. 98						
•	128	SIB-THOMAS-SHANGH- NESSY, ..... (6.06) ELECTR.	I	3/3, Lakes	1.1.	2 m 1 P-B	6276 4665	Amr	00	Detroit Shipb. Co Wyandotte	A; h <sub>el</sub> : 4 comp; (WB. DB.).	146.30 480-0	15.85 52-0	9.14 30-0	.....	Fairport	Clv. 6.06						
✦	129	SIRALY, Lovrich. (8.04) ELECTR.	I	3/3, P	1.1.	1 m	125 59	Aut	00 V.00	M. T. Martinolich Lussinpiccolo	A; h <sub>el</sub> : 5 comp; R. R. 2m50; R. X. 14m; p. T.	146.30 11.10	5.62 18-5	2.40 8-2	.....	Fiume	Trst. 1.05						
✦	130	SIRIO, Scharze. (11.05) ELECTR.	I	3/3, G A.&C.P.	1.1.	2 m 2 P-H	1858 970 1549	Brs	05	Howaldtswerke Kiel	A; 2 h <sub>el</sub> : 6 comp, ann ngl.; R. R. 15m70; R. 34m; R. N. 12m; G. 8m70; (WB. cell. 367 t.; C. X 24 t.); rp-car. 10.06.	82.00 269-0	11.51 37-9	3.50 11-6	98 100 102	Santos	B-A. 10.06						
✦	131	SIRIUS, Greusard.(8.04) ELECTR.	I	3/3, L A.&C.P.	1.1.	Glt 2 P-S	3276 2128 3042	Fre	00 V.04	Russell & Co Port-Glasgow	A; h <sub>el</sub> : 6 comp; spard; D. 6m10, R. 21m98; G. 12m80; WB. cell. 877 t.; 2 p. A; rp. 03; car. 2.06.	100.65 330-3	14.62 48-0	7.14 23-5	63 65	Marseille	Mrs. 2.06						
•	132	SIRIUS, Eliassen.(2.07) 74-04	II	3/3, G	1.1.	Glt	335 190 281	Nrw	68 III 3.63 V.07	F. Schichau Elbing	F: h <sub>el</sub> : 4 comp; D. 8m10, R. 6m75; G. 6m90; p.p.88; grp.88; rp-car. 2.07.	49.72 163-1	6.82 22-4	3.69 12-1	.....	Stavanger	Stvg. 2.07						

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS		Horse power nominal INDICATED	BUILDERS	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS							
					DIAMETERS	STROKE in inches					Diamet.	Length	NUMBER	square surface in sq. feet			heating surface in sq. feet						
																		PORT AND DATE of CONSTRUCTION	PORT AND DATE of CONSTRUCTION				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
121	E. Rondino (à Naples)	•	Comp. (11.01)	2			30	..... Bergen.....	.....	• 1 C	9.47	2.80	2			5.35	..... Bergen 1895	Npl. 01 v.c.01					
122	A. Kirsten	✚	Comp. (4.96)	2	63.4 - 119	84	115	Reiherstieg Schiffswerfte Hamburg 1886	.....	✚ 2 C	3.30	2.80	4	4.65	171	6.5	Reiherstieg Schiffswerfte Hamburg 1886	Hbg. 96 v.c.96					
123	Flensburg-Stettiner Dampfschiffahrts-Gesellschaft	✚	Comp. (3.02)	2	45 - 84 17.7 - 33 PS.n.06; v. 5.07	53	60	Flensburger Schiffbau-Gesellschaft Flensburg 1886	Flsb. 5.07	✚ 2 C	2.10	2.68	2	2.04	83	8.4	Flensburger Schiffbau-Gesellschaft Flensburg 1886	Stt. 5.06 v.c.02					
124	Donora Mining Co	✚	Tr. Exp. (7.00)	3	56 - 89 - 147 22 - 35 - 58	107		Detroit Shipbuilding Co Detroit 1900	.....	✚ 2 C	4.00	3.58	4	8.18	399	11.6	Detroit Shipbuilding Co Detroit 1900	Civ. 00					
125	Kashiwai, Mura & Co	•	2 Comp. (1.97)	4	30.56 - 1 12 - 24	35.5 14	80 125	G. Fenwick & Co Hong-Kong 1897	.....	• 1 C	3.35	3.20	2			8.44 120	G. Fenwick & Co Hong-Kong 1897	H-K. 97 v.c.97					
126	Rotterdamsche Lloyd (W. Ruijs & Zonen)	✚	2 Qu. Exp (8.04)	8	48-71-112-158 19-28-44-62 PS.n.5.07	114		Koninklijke Maatschappij de Schelde Flessingue 1900	Rd. 5.07	✚ 3 CD	4.11	6.20	18	25.38	1040	15.81	Koninklijke Maatschappij de Schelde Flessingue 1900	Rd. 3.06 P.c.3.06 v.c.04					
127	Oldenburg-Portugiesische Dampfschiff-Rhederei-Act.-Ges.	✚	Tr. Exp (2.98)	3	40 - 65 - 102 15.8 - 25.6 - 40	70		H. Paucksch Landsberg a/W. 1894	.....	✚ 2 C	2.80	2.94	4	3.80	159	11	Henry Koch Lübeck 1894	Hbg. 98 v.c.98					
128	National S. S. Co (C.O. Jenkins)	✚	Triple (6.06)	3	57 - 91 - 152 22.5-36-60	107		Detroit Shipb. Co Detroit 1906	Civ. 6.06	✚ 2 C	4.19	3.50	4	8.46	432	12.6	American Shipb. Co Cleveland 1906	Civ. 6.06					
129	Sta Ungaro-Croata di Navigazione à Vapore	•	Tr. Exp. (8.04)	3	25 - 41 - 67 10 - 16 - 26	33		Wilson & Maclaren Sampierdarena 1900	Trst. 1.05	• 1 C	2.65	2.40	2	2.90	81.60	12	Wilson & Maclaren Sampierdarena 1900	Trst. 1.05 v.c.1.05					
130	Cia de Navegação «Cruzeiro do Sul»	✚	2 Triple (11.05)	6	36 - 62 - 101 14-24.5-40	70		Howaldtswerke Kiel 1905	B-A. 10.06	✚ 2 C	4.11	3.63	6	9.12	360	14	Howaldtswerke Kiel 1905	Kiel 11.05					
131	Cie des Vapeurs de charge Français	✚	Tr. Exp. (8.04)	3	61 - 102 - 165 24 - 40 - 65 PS.n.10.06	107	290	Kincaird & Co Greenock 1900	M.s. 10.06	✚ 2 C	4.61	3.20	6	11.70	409	12.6	Anderson & Lyall Glasgow 1900	Mrs. 2.07 v.c.04 P.c.04					
132	K. Olsen	•	Comp. (2.07)	2	46 - 78 18-30.7 PS.n.06; v.2.07	51	50	Müller & Holberg Stettin 1888	Stvg. 2.07	✚ 1 C	3.10	2.51	2	2.97	100	5.97	Union Giesserei Königsberg 1894	Stvg. 2.07 v.c. 2.07					

SURVEILLANCE SPECIAL			NAVIRES & CAPITAINES			CLASSIFICATION			GRÈLEMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX		LONGUEUR		LARGEUR		CUB X		PORT		LIEU	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL			DATE DU TERME			NOMBRE DE PONTS			T.		R.		U.		ANNÉE DE LA CONSTRUCTION		COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		EN MÈTRES		EN PIEDS & POUCHES		EN PIEDS & POUCHES		D'ARMEMENT		DATE de la DERNIÈRE VISITE	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18											
• 133	SITA (ex-Saint-Louis), Yacht. Gallais. (6.04) 87 - 99	■	3/3, V	1.1.	Glt	328	14	Frq	76	Lohnitz, Coulborn & Co	F; hél; 5 comp; R. 21m; rp. 07; car. 3.07.	48.40	6.45	3.50	.....	Rouen	Mrs. 3.07											
✦ 134	SIWARD, Richardson. Turret. 00 - 07 (1.07)	■	3/3, L	1.1.	2 m	3753	2409	Ang	03	W. Doxford & Sons Id	A; hél; 7 comp; G. 10m97 (WB. cell. 763 t; C. R. 30 t.); rp-car. 7.07.	104.51	14.20	7.57	151	London	N. 0. 7.07											
✦ 135	S'JACOB, Chevalier. ELECTR. (10.07)	■	3/3, L	1.1.	2 m	2907	1853	P. B	07	Mij Voor Scheeps- bouw	A; hél; 7 comp; D. 9m30; R. 22m55; G. 9m; (WB. cell. 570 t.); 2 p. A.	98.60	13.35	7.62	78	Batavia	Rd. 10.07											
✦ 136	SJÖALV (ex-Frej), Syn- ELECTR. nerholm. (4.07)	■	3/3, G	1.1.	Glt	404	242	Sds	90	Kockums Mek. Werkstad	A; hél; 5 comp; D. 13m; R. 11m; G. 5m50; (WB. cell. R. 23 t; A. 22 t; C. R. 7 t; A. 16 t.); p. P; rp. 07; car. 5.06.	42.40	7.60	3.44	81	Stockholm	2 Abo 4.07											
✦ 137	SJÖGUTTEN, Christoffer- sen. (4.05)	14-6	3/3, G	1.1.	Glt	607	340	Nrw	91	R. O. Haerem Stavanger	P-C-PP; hél; ch. frg; sfb; (sal); p. P; grp. 05; car. 6.06.	50.22	8.00	4.93	83	Stavanger	Chrt. 5.07 c.v. 5.07											
• 138	SKÅLHOLT (ex-Vardö). Larsen. (3.07)	■	3/3, G	1.1.	2 m	524	306	Dan	92	Nylands Mekaniska Werkstad	A; hél; 5 comp; D. 27m20; G. 7m62; (WB. cell. 75 t; C. R. 20 t; C. N. 40 t.); rp-car. 3.07.	49.14	7.82	3.85	.....	Copenhagen	Cph. 3.07											
✦ 139	SKANDIA, Lund. (4.05)	■	3/3, L	1.1.	2 m	532	275	Dan	05	Burmeister & Wain Copenhagen	A; hél; 5 comp; workingdeck 32m2; G. 10m05; (WB. E. 18 t; C. R. 18 t; C. N. 15 t.); p. P; car. 5.07.	51.82	8.36	3.20	.....	Rønne	Cph. 5.07											
✦ 140	SKANDIA, Odhner. (2.04) ELECTR. Turret.	■	3/3, L	1.1.	2 m	4336	2805	Sds	00	Wm Doxford & Sons Id	A; hél; 8 comp; D. 9m75; G. 13m40; (WB. cell. 1301 t; cale 1242 t; C. R. 36t.; C. N. 189t.); lp. A; rp-car. 6.07.	123.30	15.30	7.72	160	Stockholm	Rd. 6.07											
✦ 141	SKANDINAVIEN, Anders- son. (1.05)	■■■	3/3, G	1.1.	Glt	492	356	Sds	72	Lindholmens Meka- niska Verkst.	F; hél; 5 comp; SS. 81; D. 32 t; R. 51 t; (WT. 158 t.); p. S; grp. 01; rp- car. 4.07.	48.1	7.4	5.50	.....	Kristinehamn	Got. 4.07											
✦ 142	SKOBELEFF, Danielson ELECTR. (3.02)	■	—	—	2 m	869	536	Rss	02	Sté John Cockerill Anvers	A; 2 hél; 6 comp; D. 12m95; R. 14m50; G. 14m; (WB. cell. 203 t.).	70.08	8.58	4.15	.....	Astrakhan	Av. 02											
✦ 143	SKODSBORG, Schultz. 74-02 (6.07)	■	3/3, A	1.1.	2 m	1697	1066	Dan	02	Burmeister & Wain Copenhagen	A; hél; 5 comp; D. 4m27; R. 22m56; G. 10m20; (WB. cell. 419 t; C. R. 56 t.); rp. 05; car. 6.07.	82.37	11.58	5.64	37½	Copenhagen	Stt. 6.07											
✦ 144	SKULDA, Johansson. (7.04)	■	3/3, G	1.1.	2 m	517	384	Sds	99	Stavanger Stoberi & Dok	A; hél; 6 comp; D. 11m73; R. 14m32; G. 6m10; (WB. 34 t; C. A. 20 t; C. R. 9 t.). rp. 06; car. 11.06.	45.41	7.77	4.40	40½	Gothembourg	Stt. 2.07											

N.B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES						SURVEILLANCE SPECIALE	CHAUDIÈRES						DATE DE VISITE DES CHAUDIÈRES		
19	20		TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS	NOMBRE		PRESSION	CONSTRUCTEURS
						DIAMÈTRES	COURSE					Diamèt.	Long.					
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
133	Gaston Leverd (à Paris)	•	Comp. (6.04)	2	54-92 21-36 PS. 3.07	61 24 275 105	Lobnitz, Coulborn & Co Renfrew 1876	Mrs. 3.07	✠	1 C	3.45 11-4	2.83 9-4	2	4.30 46	114 1226	5.5 78	Forges & Chantiers Le Havre 1904	Rn 5.06 v.c.04
134	The Novocastrian Ship- ping Co Ld (Walter Runciman & Co)	✠	Tr. Exp. (1.07)	3	66-107-173 26-42-68 PS.1.07	107 42 1350 63	W. Doxford & Sons Ld Sunderland 1903	N-C 1.07	✠	2 C	4.80 15-9	3.35 11-0	6	9.60 103	456 4906	11.2 160 5.6-80	W. Doxford & Sons Ld Sunderland 1903	N-C 1.07 p.c. 1.07 v.c. 1.07
135	Koninklijke Paketvaart Mij	✠	Triple (10.07)	3	56-93-152 22-36.5-60	107 42 1300 70	Mij voor Scheeps- bouw Rotterdam 1907	Rd.10.07	✠	2 C	4.27 14-0	3.66 12-0	6	10.50 113	428 4600	12.6 180	Mij voor Scheeps- bouw Rotterdam 1907	Rd.10.07
136	Aktiebolaget « Alvar »	✠	Comp. (4.07)	2	49.5-86 19.7-34 PS.n.04; v.5.06	49.5 19.7 250 105	Kockums Mekan. Werkstad Malmö 1890	Abo 4.07	✠	1 C	3.29 10-9	3.05 10-0	2	3.53 38	110 1190	7 100 6.6-94	Kockums Mekan. Werkstad Malmö 1890	Abo 4.07 v.c. 4.07
137	Aktieselskabet Sjögut- ten (Lauritz Kloster)	•	Tr. Exp. (4.05)	3	50.5-51-81 12-20-32 PS.n.06; v.5.07	66 26 340 100	Akers Mek. Werk- stad Christiania 1891	Chr. 5.07	•	1 C	3.20 10-6	2.74 9-0	2	3.25 35	97 1039	11.25 160 3.5-50	Akers Mek. Werk- stad Christiania 1891	Stvg. 9.07 v.c. 7.05 p.c. 9.07
138	Det Forenede Damp- skibs Selskab.	•	Triple (3.07)	3	29-45-76 11.5-17.5-30	61 24 330 109	Nylands Mekaniska Werksted Christiania 1892	Cph.3.07	•	1 C	3.20 10-6	3.05 10-0	2	3.34 36	92 990	11.2 160 6.3-90	Nylands Mekaniska Werksted Christiania 1892	Cph.3.07
139	Dampskibs-Selskabet paa Bornholm af 1866	✠	Tr. Exp. (4.05)	3	38-61-102 14.5-24-40 PS.5.07	61 24 750 150	Burmeister & Wain Copenhagen 1905	Cph.5.07	✠	2 C	3.12 10-3	2.20 10-6	4	4.44 48	195 2074	12.6 180	Burmeister & Wain Copenhagen 1905	Cph.4.05
140	Trafik-Aktiebolaget Lulea-Öfving (Welin P. A.)	✠	Tr. Exp. (2.04)	3	63-109-178 25-43-70 PS.n.6.07	114 45 1900 70	Wm Doxford & Sons Ld Sunderland 1900	Rd. 6.07	✠	3 C	3.90 12-9	3.50 11-6	6	11.52 124	508 5469	12.6 180	Wm Doxford & Sons Ld Sunderland 1900	Rd. 3.06 v.c. 04
141	Ångfartygs Aktiebolaget « Ferm » (A. Broström)	•	Comp. (4.05)	3	25.5-40-71 10-15.7-28 PS.4.07	69 27.2 200 82	Lindholmens Mek. Verkstad Göteborg 1872	Got. 4.07	•	1 C	2.90 9-6	2.74 9-0	2	2.60 28	79 850	11.25 160 5.2-75	Lindholmens Verk- stads A. B. Göteborg 1895	Got 4.07 v.c. 4.05 p.c. 4.07
142	Cie Caucase & Mercure	✠	Tr. Exp. (3.02)	6	42-63-95 16.5-25-37.5	65 25.5 1600 170	Sté John Cockerill Seraing 1902	.....	✠	3 C	3.50 11-6	3.11 10-2	6	13.20 142	493 53.5	11.5 169 5.3-75	Sté John Cockerill Seraing 1902	Av. 02
143	Dampskibs-Selskabet af 1896 (C. K. Hansen)	✠	Tr. Exp. (6.07)	3	50-81-140 20-32-55 PS.8.07	91 36 900 73	Burmeister & Wain Copenhagen 1902	Hull 8.07	✠	2 C	3.96 13-0	3.05 10-0	4	6.88 75	295 3171	12.6 180 7-100	Burmeister & Wain Copenhagen 1902	Stt. 6.07 p.c. 6.07 v.c. 5.07
144	Ångfartygs Aktiebola- get « Nornan » (Th. Ahrenberg)	✠	Tr. Exp. (7.04)	3	34-56-87 13-22-34 PS. 11.06	68 27 440 94	Laxevaags Mas- kinbyggeri. Bergen 1899	Mlm. 11.06	✠	1 C	3.58 11-9	2.99 9-10	2	3.53 38	116 1250	12 170 6.3-90	Stavanger Stoberi & Dok Stavanger 1899	Mlm. 11.06 v.c. 04 p.c. 04



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER		LENGTH	BREADTH	DEPTH	PRICE — BOARD — SUMMER — WINTER — W.N.A. — in inches	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				U.	WATERTIGHT COMPARTMENTS ERECTOR'S ON DECK WATERBALLAST, DECKS REPAIRS							
	DATE OF TERM																			
	1	2	3				4	5				6	7							8
✠	145	SLAWA, <i>Wendt.</i> (7.05) 89-05	I	3/3,P	1.1.	1m	270 111 218	Alm	05	G. Fechter Königsberg	A; <i>aub</i> ; 6 comp.	53.17 174-5	6.44 21-1	2.42 7-11	.....	Königsberg	Kngb. 7.05			
✠	146	SLEIPNER, <i>Petersen.</i> Ice-Breaker. (11.96)	I	—	—	Glt	1000 176 620	Dan	96	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 6 comp; <i>awningd.</i> (WB. T. N. 51 t. & 57 t.; T. R. 77 t. & 62 t.); 2 p. P.	49.80 163-5	12.32 40-5	5.64 18-6	.....	Copenhagen	Cph. 96			
✠	147	SLESVIG ( <i>ex-Saint-Joseph</i> ), <i>Svarrer.</i> (5.04) 90-03	I	3/3,L	1.1.	Glt	1036 679 785	Dan	83 V.04	Kish Boold & Co Sunderland	F; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 14m63; G. 7m; (WB. cell. 223 t.); p. P; grp. SS. 84; grp. 04; car. 11.06.	67.00 220-0	9.60 31-6	4.08 13-3	21.0 22½ 27.0	Copenhagen	Hv.11.06			
✠	148	SLIEDRECHT, .... (3.04) ELECTR. Drague.	I	3/3,R	1.1.	1 m	628	P.B	04	L. Smit & Zoon Kinderdijk	A; <i>hél</i> ; 9 comp.	55.00 180-6	9.00 29-6	4.20 13-9	.....	Rotterdam	Rd. 04			
•	149	SOCIETA-MALFIDANO, <i>Vigo.</i> (8.03) Remorqueur.	I	3/3,P	1.1.	1 m	135 84	Itl	91 III 03	E. Cravero & Co Gènes	A; <i>hél</i> ; 5 comp; p.PP; rp-car.8.03.	28.00 91-10	5.50 18-1	3.40 11-2	.....	Cagliari	Lvd. 03			
✠	150	SÖDERHAMN, <i>Schade.</i> ELECTR. (5.99)	I	—	—	Glt	1499 945 980	Alm	99	HelsingörsJernskibs & Maskinbyggeri Elseneur	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 24m38; <i>part</i> <i>awningd.</i> ; (WB. 321 t; C. N. 48; C. R. 16 t.); 1 p. A.	73.40 240-10	10.40 34-2	4.61 15-2	==	Hamburg	Ld. 03			
✠	151	SOEMBABA, <i>Schuurman.</i> ELECTR. (8.07)	I	3/3,L	1.1.	Glt	3375 2590 3201	P-B	99 V.07	Ned. Schoepsbouw Mij Amsterdam	A; <i>hél</i> ; 7 comp; <i>spard</i> ; R. R. 9m44; R. 23m17; G. 10m66; (WB. cell. 500 t.); 1 p. A; 2 p. PP; car. 10.03.	97.58 320-2	13.41 44-0	8.43 27-8	86½ 91 93	Amsterdam	Btv. 8.07			
•	152	SOGLASIE ( <i>ex-G.-M.-B.</i> ), <i>Bretshi.</i> (4.07)	II	3/3,G	1.1.	3 m	241 368 485	Rss	78 V.07	R. Dixon & Co Middlesbro	A; <i>hél</i> ; — comp; rp-car. 4.07.	53.44 175-4	7.80 27-7	4.42 14-6	.....	Mariupol	Ods. 4.07			
✠	153	SOLIDE, <i>Trampe.</i> (2.05) 05-05	III	3/3,G	1.1.	Glt	366 208 283	Sds	70 V.05	J. G. Olsen Norrköping	F; <i>hél</i> ; 5 comp; p.S; alg.75; SS.85; grp.86; rp.05; car. 10.06.	44.0 144-4	6.2 20-4	4.16 13-8	.....	Gothembourg	Rd.10.06			
✠	154	SOLO, <i>Werkhoven.</i> ELECTR. (10.07)	I	3/3,L	1.1.	Glt	3553 2275 3393	P-B	99 V.07	Wigham Richardson & Co Low-Walker	A; <i>hél</i> ; 7 comp; <i>spard</i> ; R. 22m56; G; 12m50; (WB. cell. 500 t.); 1 p. A; 2 p. PP; grp. 01; rp car. 10.07.	101.80 334-0	13.46 44-2	8.70 28-6	89 93½	Rotterdam	Rd.10.07			
✠	155	SOLVAY-Nº-1, <i>Merlinghi.</i> ELECTR. (5.02) Porteur.	I	—	—	1 m	704 525 659	Frç	02	Anciens Etablissem- ents H. Satre Arles	A; 2 <i>hél</i> ; 7 comp; rp. 03; car.12.03.	44.58 146-3	10.70 35-2	4.73 15-6	.....	Marseille	Mrs. 03			
✠	156	SÖLVE, <i>Balkenhausen.</i> 72-84 (8.05)	III	3/3,G	1.1.	Glt	479 349 413	Sds	84 V.05	Got. Mekaniska Werkstad Gothembourg	F; <i>hél</i> ; 5 comp; R. 11m58; (WT. M. 108 t; C.R. 10 t); p.P; grp. 02; car. 6.06;rp.07.	43.9 144-0	7.4 24-3	4.78 15-8	24½ 26.0 29.0	Gothembourg	Got.3.07			

N.B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS						LAST SURVEY OF BOILERS			
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY		NUMBER and DESCRIPTION	SHELL		FURNACES	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Diamet.   Length — IN METERS IN FEET AND INCHES								
												Force power nominal INDICATED REVOLUTIONS					NUMBER — grate surface in sq. meters in s. feet	Testing surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,
19	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
145	Union Gieserei	✠	Tr. Exp. (7.05)	3	39 - 59 - 97 15-23-38	125 49.5	650 52	Union Gieserei Königsberg 1905	Kngb. 7.05	✠	2 C	2.74 9-0	3.08 10-1	4	6.12 66	189 2034	13.5 192	Union Gieserei Königsberg 1905	Kngb. 7.05
146	Kjöbenhavns Havne- væsen	✠	Comp. (10.96)	2	102 - 188 40 - 74	91 36	346 2000 100	Burmeister & Wain Copenhagen 1896	.....	✠	4 C	3.91 12-11	3.20 10-6	12	22.30 240	659 6876	7 100	Burmeister & Wain Copenhagen 1896	Cph. 96
147	Dansk-Fransk Damp- skibs-Selskabet (N. W. Schmidt)	✠	Comp. (5.04)	2	63.5 - 124 25-49 PS.n.11.06	91.4 36	100 400	Carr & Co Sunderland 1883	Ilv.11.06	✠	1 C	4.33 14-3	3.20 10-6	3	5.81 62	195 2097	5.5 78 5.5-78	Théron & Ropars Bordeaux 1897	Av. 04 v.c.04 p.c.10
148	van der Hoeven & de Vries	✠	Tr. Exp. (3.04)	3	55 - 53 - 89 13.5-21-35	52 20.5	425 140	Kon.Mij de Schelde Flessingue 1904	Rd. 04	✠	2 C	3.10 10-2	2.80 9-2	4	5.95 64	177 1900	11.2 160	Kon. Mij de Schelde Flessingue 1904	Rd. 04
149	Société de Malfidano	•	Tr. Exp. (8.03)	3	27.5 - 45 - 71 10.8-17.7-28	40 15.7	70 266 145	E. Cravero & Co Genes 1891	.....	•	1 C	2.87 9-5	3.02 9-11	2	3.16 34	94 1015	11.5 165	Fratelli Orlando Livourne 1902	Lvn. 03 v.c.03
150	H. M. Genrekeus	✠	Tr. Exp. (5.99)	3	43 - 70 - 119 17-27.5-47	84 33	665 80	Helsingörs Maskin- byggeri Elseneur 1899	.....	✠	2 C	3.58 11-9	3.10 10-2	4	5.23 56	212 2398	13 185	Helsingörs Maskin- byggeri Elseneur 1899	Cph. 99
151	Stoomvaart Maatschap- pij Nederland	✠	Tr. Exp. (8.07)	3	58 - 97 - 158 23-38-62 PS. 10.06	107 42	350 1500 77	Ned. Fabriek van Werktuigen Amsterdam 1899	Btv.8.07	✠	2 C	4.27 14-0	3.35 11-0	6	9.26 100	410 4432	12.66 180 12-180	Ned. Fabriek van Werktuigen Amsterdam 1899	Btv.8.07 p.c.8.07 v.c.8.07
152	E. C. Svorono	•	Comp. (4.07)	2	61 - 122 24-48 PS. 4.07	76 30	105 70	T. Richardson & Sons Hartlepool 1878	0ds. 4.07	•	1 C	—	—	•	—	—	5.6 80 3.9-56	T. Richardson & Sons Hartlepool 1878	0ds. 4.07
153	Rederi Bolaget « Vega » (G. Wilkens)	•	Comp. (2.05)	2	44.5 - 79 17.5-31 PS.10.06	38 15	45 195	W. Lindberg & Co Stockholm 1885	Rd.10.06	•	1 C	2.74 9-0	2.77 9-1	2	2.88 31	84 903	5.62 80	W. Lindberg & Co Stockholm 1885	Got.4.06 v.c.2.05
154	Rotterdamsche Lloyd (W. Ruijs & Zonen)	✠	Tr. Exp. (10.07)	3	56 - 94 - 158 22-37-62 PS.n.06;v.10.07	107 42	293 1500 65	Wigham Richard- son & Co Newcastle o/T.1899	Rd.10.07	✠	2 C	4.72 15-6	3.35 11-0	6	12.35 133	474 5104	12.6 180 12.6-180	Wigham Richard- son & Co Newcastle o/T.1899	Rd.10.07 p.c.10.07 v.c.10.07
155	Jh Vence	•	Comp (5.02)	2	24 - 34 9.5-13.5	20 8	25 100 180	Sautter, Harlé & Co Paris 1902	.....	•	.....	1 Babcock & Wilcox	—	2	2.55 27	60 645	12 172	Babcock & Wilcox Paris 1902	Mrs. 02
156	Ängfartygs-Aktiebolag. « Solve » (Th. Ahrenberg)	•	Comp. (8.05)	2	48.5 - 80 19.2-31.5 PS.8.04	51 20	60 220	Got. Mekaniska Workstad Gothembourg 1884	Got.8.05	•	1 C	2.97 9-9	3.00 9-10	2	2.59 28	75 807	9.15 130 5.2-75	Got. Mekaniska Workstad Gothembourg 1884	Got.3.07 p.c.3.07 v.c.8.05

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉEMENT	NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR			LONGUEUR	LARGUEUR	CIRCONFÉRENCE	FRANC BORD ET HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL								T.	R.			PORT DE CONSTRUCTION	COMPARTIMENTS ET ANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS									
	DATE DU TERME									U.													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
✠	157 SÖNDERJYLLAND, <i>Trör-guard.</i> (7.04)	P.R.	3/3,G	1.1.	2 m	396 196 288	Dan	04	Burmeister & Wain Copenhague	A; <i>hél</i> : 5 comp; D. 7m62; R. 22m65; G. 4m40; (WB. <i>cell</i> . 37 t; C.N. 8 t; G. R. 16 t.); car.10.07.	50.20 164-8	7.82 25-8	3.17 10-5	9 11 13	Copenhague	Cph. 10.07							
✠	158 SONECK, ..... (10.91)	I	—	—	Glt 1 P-B	1121 595 778	Alm	83 V.91	Actien-Gesellschaft « Weser » Bremen	F; <i>hél</i> : 6 comp; <i>welld</i> : 1/2 D. 39m50; R. 15m; G. 7m50; (WB. <i>cell</i> . 170 t.); p.S. grp.SS.88; rp-car.2.94.	63.13 207-1	8.60 28-2	5.76 18-9	.....	Bremen	Hbg 94							
✠	159 SONORA, ..... (5.02) ELECTR.	I	—	—	2 m 1 P-B	2914 2850	Amr.	02	Superior Shipbuilds Co West Superior	A; <i>hél</i> : 4 comp; D: 1/2 G; WB. <i>cell</i> ..	147.64 353-2	14.62 48-0	7.32 24-0	.....	Duluth	Clv. 02							
•	160 SOPHIA (ex-Jacobstad, <i>Ballod.</i> (10.05) ELECTR. — 05	II	3/3,G	1.1.	Glt 2 P-B-II	604 392 347	Rss	76 V.05	Bergsunds Mekä- niska Verkstad Stockholm	F; <i>hél</i> : 8 comp; <i>awningdeck</i> ; R. R. 4m85; R. 6m; (WB. R.37 t; A.27 t.; car. 8.07.	51.16 167-10	7.02 25-0	4.03 13-3	.....	Ouessas	Ods 8.07							
✠	161 SOPHIE, <i>Manske.</i> (5.06) Petrol. in bulk. ELECTR.	II	3/3,L	1.1.	G 3m 2 P-T	1671 1138 1349	Alm	88 V.00	Sir W.G. Armstrong. Mitchell & Co Low-Walker	A-F; <i>hél</i> : 12 comp; R. R. 7m93; R. 3m50; G. 10m50; (WT. <i>cale</i> N. 178 t; WB. E. & B.84 t; C.A. 51 t.); 1 p.A; 1 p. F. rp. 06; car. 5.07.	71.63 235-0	10.12 33-0	5.00 23-0	.....	Bremen	Gn. 5.07							
✠	162 SOPHIE, <i>Mews.</i> (6.94)	II	—	—	Glt 1 P-B	609 360 496	Alm	82 V.94	J. W. Klawitter Danzig	F; <i>hél</i> : 6 comp; <i>welld</i> : 1/2 D. 15m20; R. 12m85; G. 6m40; (WT. <i>cale</i> N. 7m. 103 t. C. A. 18 t; C. R. 4 t.); p.P; rp-car.5.95.	55.61 182-5	7.83 25-7	4.25 14-0	.....	Danzig	Cph. 95							
•	163 SOPHIE, <i>Reich.</i> (8.04) Trawler.	I	3/3,G	1.1.	Glt	187 92 184	Alm	89 V.01	F. W. Wencke Bremerhaven	F; <i>hél</i> : 4 comp; R. A. 2m13. p. PP. rp.04; car.5.06.	35.88 117-7	6.55 21-5	3.51 11-5	.....	Geestemünde	Wes 5.06							
•	164 SOPHIE (ex-Sofia), <i>Jo-hansson.</i> (5.06)	II	3/3,G	1.1.	Glt	230 203 230	Sds	72 V.00	Mek. Verkstad Motula	F; <i>hél</i> : 6 comp; alg. SS. 77; (WB. 50 t.; p. n. 91; rp. 06; car. 4.07.	37.40 122-8	6.70 22-0	3.60 11-9	.....	Gothembourg	Got. 4.07							
✠	165 SOSHI-MARU (ex-Tai-Fu, <i>Yamamoto.</i> (5.06)	P.R.	3/3,L	1.1.	Glt 2 P-S	1678 1065 1523	Jap	95 V.00	Actien-Gesellschaft « Neptun » Rostock	A; <i>hél</i> : 6 comp; <i>spind</i> ; R. R. 7m74; R. 22m71; G. 8m04; (WB. <i>cell</i> . 430 t.; 1 1/2 p. A; rp. 07; car. 8.07.	71.20 230-0	11.00 36-1	7.06 24-2	65 67 1/2 71	Osaka	Sng. 8.07							
•	166 SPARTA (ex-Luxor), <i>Müller.</i> (8.05) 86-05	II	3/3,L	1.1.	Glt 2 P-B-II	1236 778 1230	Alm	73 V.00	Denton Gray & Co West-Hartlepool	F; <i>hél</i> : 5 comp; <i>awningd</i> ; (WB. 200 t.); grp.98; p. n. 07; rp-car. 6.07.	71.59 234-9	9.77 32-1	7.07 23-2	12 14 1/2 18	Königsberg	Dz 6.07							
•	167 SPARTA (ex-Tagus), <i>Sar-cona.</i> (8.07)	II	3/3,A	1.1.	2m 2 P-B-S	1225 842	Arg	72 V.07	Cole Bros Newcastle o T.	F; <i>hél</i> : 5 comp; <i>spind</i> ; WB. R. & A.; p. n. 03; grp. 03; rp-car. 8.07.	69.85 229-3	9.24 30-1	7.11 23-4	.....	Buenos-Ayres	B-A.8.07							
✠	168 SPEELMAN, <i>Grol.</i> (5.03) ELECTR.	I	3/3,A	1.1.	Glt 3 P-II	1063 639 672	P-B.	90 V.00	Koninklijke Fabriek Amsterdam	A; <i>hél</i> : 7 comp; <i>awningd</i> ; 2p T; 1p. PP. rp-car. 3.06.	67.10 218-5	9.55 30-10	4.76 14-10	.....	Batavia	Bry. 3.06							

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



MACHINES										CHAUDIÈRES									
ARMATEURS	SUR ÉLÉANCE SPECIALE	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale en chevaux vapeur	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SUR ÉLÉANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	PRESSION	CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES	
					DIAMÈTRES	COURSE des pistons cent. pouces						Diamèt.	Long.			NOMBRE	LIEU & ANNÉE de CONSTRUCTION		LIEU & ANNÉE de CONSTRUCTION
20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
157 Det Forenede Dampskibsselskab	✠	Tr. Exp.	(7.04)	3	33 - 55 - 97 13 21.5-37 PS.10.07	61 24	94 580 140	Burmeister & Wain Copenhague 1904	Cph. 01	✠	1 C	4.27 14-0	3.28 10-9	3 58	5.36 1755 6.3-90	14 200	Burmeister & Wain Copenhague 1904	Cph.	
158 Deutsche Dampfschiffahrts-Gesellschaft « Hansa »	✠	Comp.	10.91	2	63.5 & 110 25 - 43.3	75 29.6	120 440 95	Actien-Ges. Weser Bremen 1883	.....	✠	2 C	3.20 10-6	2.80 9-2	4 54	5.04 1935	5 72	Actien-Ges. Weser Bremen 1883	Hbg. 04 v.c. 91	
159 G. A. Tomlinson	✠	Tr. Exp.	(5.02)	3	51 - 84 - 137 20 - 33 - 54	102 40	1200 85	Superior Shipbuilding Co West Superior 1902	.....	✠	2 C	4.27 14-0	3.66 12-0	6 135	12.55 4229	12 170	M. A. Ryan Duluth 1902	Clv. 02	
160 Mær S. B. Falz-Fein	.	Comp.	(10.05)	2	50 - 96 19.5 - 38 PS. 8.07	67 26.5	123 400 93	Borgsunds Mek. Werkst. Stockholm 1876	Öds. 8.07	.	1 C	3.40 11-2	2.87 9-5	3 41	3.84 1292	6 86 4-56	Borgsunds Mek. Werkst. Stockholm 1891	Öds. 8.07 v.c. 10.05 P.C. 8.07	
161 Actien-Gesellschaft Atlantic	✠	Tr. Exp.	(5.06)	3	44 - 71 - 117 17.3 - 28 - 46 PS.n.02;v.5.06	76 30	150 650 80	WallSEND Slipway & Engineering Co Newcastle o/T. 1888	Gn. 5.07	✠	2 C	3.65 11-0	3.05 10-0	4 60	5.57 2200	10.5 150	N. Odero & Co Gènes 1903	Gn. 5.07 P.C. 5.07 v.c. 5.06	
162 F. G. Reinhold	✠	Comp.	(6.94)	2	52 - 105 20.5 - 41.2	55 21.6	250 66	F. Schichau Elbing 1883	.....	✠	2 C	2.56 8-5	2.64 8-8	1 36	3.40 1430	6.5 92	J. W. Klawitter Danzig 1892	Cph. 95 v.c. 94	
163 F. Busse	.	Comp.	(8.04)	2	47 - 81 18.5 - 32 PS.n.02;v.5.06	55 21.6	65 270 120	H. Paucksch Landsberg a/W. 1889	Wec. 5.06	.	1 C	3.05 10-0	3.00 9-10	2 29	2.70 1182	6.5 92	F. W. Wencke Bremerhaven 1889	Wec. 04 v.c. 04	
164 Ångfartygs Aktie Bolaget « Trio » (C. L. Larsson)	.	Comp.	(5.06)	2	38 - 77 15-30.3 PS. n.9.05	54 21.3	45 180	Motala Mek. Verk. Motala 1872	Got. 5.06	.	1 C	2.73 8-9	2.47 8-1	2 25	2.32 65	4.57 65	Motala Mek. Verk. Motala 1891	Got. 5.06 v.c. 5.06	
165 Nisshin Kisen Kaisha	✠	Tr. Exp.	(5.06)	3	53 - 90 - 142 21.35.4 - 56 PS.n.01;v.8.07	92 36	850 72	Actien Gesellschaft « Neptun » Rostock 1897	Shi. 8.07	✠	2 C	4.10 13	3.05 10-0	4 83	7.70 30.15 8-114	12 171	Actien-Gesellschaft « Neptun » Rostock 1897	H-K. 5.06 v.c. 5.06	
166 Marcus Cohn & Sohn	.	Comp.	(8.05)	2	75 - 150 29.6 - 59 PS. 2.06	91.4 36	130 600 63	Blair & Co Stockton 1873	Kngb. 8.07	.	2 C	2.50 11-6	2.75 9-0	1 71	6.60 2160	4.33 62	B. Wilton Rotterdam 1900	Kngb. 8.07 v.c. 8.05	
167 N. Mihanovich & Co	.	Comp.	(8.07)	2	63 - 127 25 - 50 PS. 8.07	61 24	380 70	J. & W. Dudgeon London 1872	B.A. 8.07	.	1 C	4.47 14-8	2.74 9-0	3 57	5.30 1473	5.3 75 4-56	Denny & Co Dumbarton 1883	B.A. 8.07 P.C. 8.07 v.c. 8.07	
168 Koninklijke Paketvaart Maatschappij	✠	Tr. Exp.	(5.03)	3	42 - 66 - 109 17 - 26 - 43 PS. 3.05	99 39	138 852	Koninklijke Fa- briek Amsterdam 1890	Biv. 3.05	✠	2 C	3.43 11-3	2.95 9-8	4 70	6.50 2100	11.2 160	Koninklijke Fa- briek Amsterdam 1890	Biv. 3.05 v.c. 03 P.C. 3.05	



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.				PROPELLER							
	DATE OF TERM			U.	WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS																
	1	2	3	4	5	6			7	8				9	10						
169	SPERBER(ex-Commandant-Franchetti), Stoll.(8.07) 96-01	II	3/3,G	1.1.	Glt	1 P-B	1021 594 925	Alm	69	Oswald & Co Sunderland	F; h&l; 4 comp; 1/2 D. 20m50; R. 1m70; G. 8m; (WT. calc N. 300 t; WB. R. 70 t.); rp-car. 8.07.	65.4 214-7	8.9 29-0	5.10 16-9	26 1/2 32	Hamburg	Hbj	8.07			
✝ 170	SPIEKEROOG, Jacke. Trawler. (7.07)	II P.R.	3/3,G	1.1.	2 m		142 39	Alm	95	Rickmers Reismüh- len Rhederei & Schiffbau-Act.-Ges. Geestemünde	F; h&l; 5 comp; R. N. 7m; p. PP; alg. 01; rp. 07; car. 7.07.	33.60 110-3	6.10 20-0	3.35 11-0	.....	Bremen	Wes.	7.07			
✝ 171	SPOKANE, Cousins.(4.07) ELECTR.	II	3/3,G	1.1.	2 m	3 P-H	2036 1289 1796	Amr	02	Union Iron Works San-Francisco	A; h&l; 6 comp; hurricane.; (WB. 325 t; C-N. 40 t; C-R. 7 t.); 2 p. A; rp-car. 4.07.	82.32 270-1	12.23 40-1	5.25 17-3	.....	New-York	Tcm.	8.07			
✝ 172	SPRINGHILL, Cook. Remorqueur. (11.93)	13	—	—	1 m		189 96 134	Ang	93	E. M'Gueggin St-John (N-B)	Sp-PP-B-C-Hk; h&l; ch. frg; (sal); sfb; car. 8.99.	31.01 101-9	7.24 23-9	3.08 10-1	.....	Parrsboro (N-S)	St-J.	01			
✝ 173	STADT-LÜBECK,..... (10.98)	II	—	—	Glt		356 220 306	Alm	84	H. Koch Lübeck	F; h&l; 5 comp; R. 9m; G. 4m50; 1 p. F; alg. 9m15; car. 7.00; rp. 00.	38.97 127-8	7.15 23-5	3.94 12-9	.....	Lübeck	Lbk	00			
✝ 174	STADT-MEMEL, Miersch. (10.98)	II	—	—	Glt		264 152 217	Alm	94	Nüscke & Co Stettin	A; h&l; 5 comp; 1/2 D. 10m47; R. 6m45; G. 3m60; (WB. E. & B. 30 t; C-N. 10 t.); 1 p. A; car. 6.00.	39.10 128-3	6.50 21-3	3.07 10-1	.....	Stettin	Stt.	00			
✝ 175	STADT-REVAL, Attemann ELECTR. (6.07)	II P.R.	3/3,G	1.1.	Glt	2 P	657 64 541	Rss	95	Cie Vulcan Stettin	A; h&l; 8 comp; R. 14m93; (WB. 221 t., C-N. 23 t.); 2 p. A; car. 6.07; rp. 05.	42.65 140-0	11.83 38-10	5.65 18-7	.....	Reval	Stkh.	6.07			
✝ 176	STADT-STOLP, Strahl. ELECTR. (7.95)	II	—	—	Glt		283 147 217	Alm	82	Aron & Gollnow Stettin	F; h&l; 4 comp; D. 15m10; G. 6m50; 1 p. F; rp. 92; car. 7.95.	39.10 128-3	6.28 20-6	3.47 11-4	.....	Stolpmünde	Stt.	95			
✝ 177	STADT-WITTEN, Buse. (8.98)	II	—	—	Glt		261 154 198	Alm	84	Möller & Holberg Stettin	F; h&l; 5 comp; weld; 1/2 D. 16m96; R. 4m80; G. 5m50; WB. C-N. 8 t; C-R. 7 t.); p. P; alg. SS.85; car. 4.01; rp. 01.	42.06 138-0	5.87 19-3	3.16 10-4	==	Leer	Hbg	02			
✝ 178	STADTHAUPT-KERKO- VIUS, Kampe. (6.99)	II	—	—	—		113 76	Rss	99	Bolderaaer Maschi- nenfabrik Riga	A; h&l; 3 comp; p. P.	25.00 82-0	5.50 18-0	3.00 9-10	.....	Riga	Riga	99			
179	STÅL, Andersson.(6.06)	II	3/3,P	1.1	2 m		203 134	Sds	06	Thorskog Mek. Werkstad Thorskog	A; h&l; 4 comp; (WB. C-N. 5 1/2 t.; C-N. 6 t.); 1 p. A.	30.17 99-0	6.91 22-8	3.00 9-10	.....	Thorskog	Got.	6.06			
18	STAMBOUL, Iché. (6.04) ELECTR.	II	3/3,I	1.1	Glt	3 P	2237 1441 2029	Frc	82	M'Millan & Sons Dumbarton	F; h&l; 8 comp; D. 15m80; R. R. 26m20; R. 6m; G. 2m50; 1 p. R; rp. 04; car. 5.07.	91.25 299-5	11.10 36-6	7.74 25-5	.....	Marseille	Mrs.	5.07			

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES							SPECIAL SURVEY	BOILERS							LAST SURVEY	
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		HORSE POWER INDICATED REVOLUTIONS		BUILDERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES	MAKERS — PORT AND DATE of CONSTRUCTION			
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE — IN CENTIMETERS IN INCHES							DIAMETER — IN METERS IN FEET AND INCHES	LENGTH — IN METERS IN FEET AND INCHES					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
169	L. F. Mathies & Co	✠	Comp. (8.07)	2	76-152 30-60 PS. 8.07	91.4 36	135 640 54	Lobnitz & Co Renfrew 1883	Hbg 8.07	✠	2 C	3.96 13-0	2.74 9-0	6 10.00 107	223 2400	5.6 80	Lobnitz & Co Renfrew 1893	Hbg 8.07 v.c. 8.07	
170	Grundmann & Gröschel	✠	Tr. Exp. (7.07)	3	28-43-66 11-17-26 PS. 7.07	53 21	60 240 120	G. Seebeck Geestemünde 1895	Wes. 7.07	✠	1 C	2.85 9-4	2.92 9-7	2 2.56 28	83 893	11.5 165	G. Seebeck Geestemünde 1895	Wes. 7.07 v.c. 7.07	
171	Pacific Coast Co	✠	Tr. Exp. (4.07)	3	60-102-168 23.5-40-66 PS. 4.07	107 42	2000 104	Union Iron Works San-Francisco 1902	Tcm. 4.07	.	4 C	3.35 11-0	3.66 12-0	4 5.58 60	976 10500	15.5 225 11.2-160	Babcock & Wilcox New-York 1901	Tcm 4.07 P.C. 4.07 v.c. 4.07	
172	Cumberland Railway & Coal Co (a Montreal)	.	Comp. (8.99)	2	51-97 20-38	76 30	61 450 120	James Fleming St-John (N-B) 1893	.....	.	2 C	3.05 10-0	2.89 9-6	4 5.57 60	167 1804	8 113	James Fleming St-John (N-B) 1893	St-J. 01 v.c. 99	
173	Lübeck-Bremer Dampf- schiffahrts-Gesell- schaft	✠	Comp. (4.99)	2	40-75 15.7-29.2	45 17.7	45 180 130	F. Schichau Elbing 1884	.....	✠	2 C	2.10 6-11	2.33 7-8	2 2.32 25	80 864	6 86	H. Koch Lübeck 1884	Lbk 99 v.c. 99	
174	E. Haubuss	.	Comp. (10.98)	2	37-70 14.7-27.5	40 16	35 160 110	Aron & Gollnow Stettin 1882	.....	.	1 C	2.27 7-6	2.70 8-10	2 2.10 23	57 618	5.5 78	Aron & Gollnow Stettin 1885	Stt. 00 v.c. 98	
175	Revaler Börsencomité	✠	Comp. (6.07)	2	74-156 29-61.4 PS. 6.07	100 39.4	1600 87	Cie Vulcan Stettin 1895	Stkh. 6.07	✠	2 C	4.60 15-1	3.24 10-8	6 13.60 146	432 4650	8 114 8-114	Cie Vulcan Stettin 1895	Stkh. 6.07 P.C. 6.07 v.c. 6.07	
176	Stettin-Stolper Dampf- schiffahrts-Gesell- schaft (A. Stenzel & Rolke)	✠	Comp. (7.95)	2	40-70 15.7-27.6	40 15.7	140 125	Aron & Gollnow Stettin 1882	.....	✠	1 C	2.55 8-4	2.64 8-10	2 2.10 22.6	70 753	7 100	Aron & Gollnow Stettin 1882	Stt. 95 v.c. 95	
177	Fr. Halbach G. m. b. H.	✠	Comp. (8.98)	2	38-68 15-26.7	46 18	40 160 120	Möller & Holberg Stettin 1884	.....	✠	1 C	2.74 9-0	2.74 9-0	2 2.23 24	69 744	7 100	Tyne Boiler Works Co Ltd Low-Walker 1889	Hbg 01 v.c. 98	
178	A. Augsburg	✠	Comp. (6.99)	2	25.5-51 10-20	30.5 12	100 180	Davis Engineering & Launch Building Co Ltd London 1898	.....	✠	1 C	2.17 7-2	2.26 7-5	1 1.49 16	47.43 510	12 150	Boldoraer Maschi- nen Fabrik Riga 1898	Riga 99	
179	P. Larsson	.	Comp. (6.06)	2	30-51 12-20	44 16	40 160 140	Thorskog Mek. Workstad Thorskog 1906	Got. 6.06	.	1 C	2.37 7-9	2.37 7-9	2 2.00 21	46 490	8.4 120	Thorskog Mek. Workstad Thorskog 1906	Got. 6.06	
180	Compagnie Marseillaise de Navigation à Va- peur (Fraissinet & Co)	.	Comp. (6.04)	2	67-173 26.5-68 PS. 11.07	114 45	400 1600 60	Deuny & Co Dumbarton 1881	Mrs. 11.07	✠	2 CD	3.61 11-10	4.90 16-1	8 15.98 170	400 4306	5 71 5-71	Ateliers de Pro- vence Marseille 1904	Mrs. 04 v. c. 04 P. C. 04	

SOUVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	ARMEMENT NOMBRE DE BOUTS	PAVILLON	ASSURANCE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATERIAUX PROPULSEUR — COMPARTIMENTS ET ANCHES CONSTRUCTION SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR			CIRCONFERENCE	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE									
	DATES DU BREVET DU CAPITAINE & DESOR COMMANDEMENT ACTUEL																							
	DATE DU TERME															EN METRES								
	1	2	3							4	5	6				7	8	9	10	11	12	13	14	15
✠	181	STANDARD, <i>Shuter</i> . ELECTR. (1.03) Petro. in bulk.	1	3/3, L	1.1	G3m	1790	41m	90	Sir W. G. Armstrong, Low-Walker	A-F; hel-12 comp; R. & R. R. 64 t; R. V. 5 t; (WB. E & B. 150 t; WT cale N. 260 t; C. N. 94 t.); 1 p. A; 1 p. F; rp-car. 1.06.	94.09	11.98	8.62	...	Gen-stemünde	Hbg 1.06							
✠	182	STARKODDER, <i>Carlsson</i> . (12.05)	12	3/3, L	1.1	A.C.C.P.	130	...	...	Trollhattan	P. E., S. Ag. at. hel, at; G. E.	98-5	20-5	9-3	...	Trollhattan	Gen. 4.							
✠	183	STATENDAM, <i>Brainsma</i> . ELECTR. (2.07)	1	3/3, L	1.1	A.C.C.P.	10491	...	...	Belfast	A. E. hel, 12 comp; awnings; R. 66 m; (WB. cell. 1471 t; cale 1500 t; C. N. 143 t; C. R. 65 t.); 3 1/2 p. A; rp. 03; car. 7.07.	157.0	18.26	12.03	79.0 86.0	Rotterdam	R. 1.06							
✠	184	STEFANOS-STREIT (ex-Sa- lene), <i>Diakakis</i> . (11.05) ELECTR.	2	3/3, M	1.1	2 P	1152	...	...	Trieste	F. hel, 6 comp; D. 19m8; R. 17m8; G. 18m; car. 11.05.	78.27	9.45	6.17	...	Paris	Gen. 1.06							
✠	185	STEGE, <i>Nielsen</i> . (3.05) Ice-Breaker.	1	3/3, P	1.1	...	99	...	...	Copenhagen	A; hel, 12 comp; D. 11m92; R. 3m17; (WB. C. R. 12 t.; C. R. 10 t.); rp. 01; car. 4.07.	26.86	6.25	2.44	...	Stège	Gen. 4.07							
✠	186	STEGEBORG, <i>Rydström</i> . (8.07)	1	3/3, G	1.1	A.C.C.P.	439	...	...	Göteborg	A. hel, 12 comp; D. 17m9; R. 7m1; G. E; (WB. cell. 207 t; C. R. 38 t; C. N. 31 t.); 1 p. A.	44.70	1.24	1.4	...	Malmö	Gen. 8.07							
✠	187	STELLA, ..... (8.93) ELECTR.	1	3/3, P	1.1	P. R.	241	...	...	Flensburg	A. hel, 12 comp; D. 14m68; R. 12m68; G. 5m19; (WB. cell. 113 t.); 1 p. A; rp-car. 1.97.	47.12	7.70	3.30	...	Flensburg	Flsb. 97							
✠	188	STELLA, ..... (7.04) Remorqueur.	1	3/3, L	1.1	...	...	...	...	Argenteuil	A. hel; non poutee.	12.50	1.10	1.20	...	Paris	Par. 04							
✠	189	STELLA, <i>Visser</i> . (7.03)	1	3/3, A	1.1	2 P-S	1954	...	...	Amsterdam	A. hel, 12 comp; D. 17m9; R. 7m1; G. E; (WB. cell. 207 t; C. R. 38 t; C. N. 31 t.); 1 p. A.	77.2	1.18	1.2	...	Amsterdam	Am. 4.06							
✠	190	STERLING, <i>Nielsen</i> . ELECTR. (2.07)	1	3/3, G	1.1	2 P-M	123	...	...	S. & H. Morton & Co. Lancaster	A; hel; 6 comp; awnings; (WT. 12m68; G. 5m19; (WB. cell. 113 t.); 1 p. A; rp-car. 1.97.	64.1	9.17	6.15	...	Copenhagen	Gen. 1.06							
✠	191	STETTIN, <i>Farrell</i> . (5.04) ELECTR.	1	3/3, L	1.1	2 P-B	1226	...	...	Vulcan Stettin	A. hel, 12 comp; D. 17m9; R. 7m1; G. 12m49; (WB); rp-car. 7.07.	96.08	10.76	6.62	...	Stettin	Stg. 7.07							
✠	192	STIKLESTADT (ex-Forest- Abbey), <i>Raustad</i> . (10.05) Turret.	1	—	—	...	1110	...	...	W. Delford & Sons Sunderland	A; hel; 6 comp; R. N. 6m10; G. 2m54; (WB. cell. 121 t; C. R. 18 t.); car. 12.98.	85.34	11.58	5.84	...	Sandefjord	Card. 10							

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES		
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux ou en kilowatts	NOMBRE DE TOURS	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS	NOMBRE sur feuille sur cylindre ou sur carré	Pression en mètres carrés ou en pieds carrés	PRESSION en atmosphères ou en livres	CONSTRUCTEURS		LIEU & ANNÉE de CONSTRUCTION	
						DIAMÈTRES	EN CENTIMÈTRES EN POUCES									Diamètres	Long.								
10	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
181	Deutsch-Amerikanische Petroleum-Gesell- schaft	✠	Tr. Exp. (1.00)	3	58-97-152 23-37-60 PS. 1.06	99 39	250 1500 85	Walisernd Slipway & Engineering Co Ltd Newcastle o/T. 1890	Hbg 1.06	✠	2 C	4.27 11-0	3.50 11-6	6	11.55 128	395 4250	11.2 160 11.2-160	Reiherstieg Schiffs- werfte Hamburg 1898	Hbg 1.06 p.c. 1.06 v.c. 1.06						
182	Nydqvist & Holm	✠	Comp. (4.06)	2	27-52 10.5-20.5	41 16	40 175 140	Nydqvist & Holm Trollhättan 1906	Got. 4.06	✠	1 C	2.40 7-10	2.50 8-2	2	1.70 18	59 539	10 143	Nydqvist & Holm Trollhättan 1906	Got. 4.06						
183	Nederlandsch Ameri- kaansche Stoomvaart Mij	✠	Tr. Exp. (2.07)	6	70-115-192 27.5-45.5-75.5 PS. B. n. 8.06; PS. T. n. 04 v. 8.06	137 54	6500 77	Harland & Wolff Belfast 1898	Rd. 2.07	✠	3 CD 3 C	4.91 16-1 4.57 15-0	5.33 17-6 3 12 10-3	33	55 589	1890 20328	12.6 180	Harland & Wolff Belfast 1898	Rd. 10.07 v.c. 2.07						
184	Anastasios Diakakis	.	Comp. (11.05)	2	71-142 28-56	91 36	170 750 63	Arsenale Lloyd Trieste 1881	Is. 11.05	.	3 R	3.40 x 1.72 x 1.70 11.2 x 5.8 x 15.5		3	113 1216	7.5 107 5-71	Dürr Düsseldorf 1895	Is. 11.05							
185	Moëns Dampskibs-Sels- kab	✠	Tr. Exp. (3.05)	3	29-46-76 12-18-30 PS. 4.07	40 16	50 240 145	Helsingörs Maskin- byggeri Elsinore 1897	Cph. 3.05	✠	1 C	3.05 10-0	3.10 10-2	2	2.37 26	91 980	12.65 180	Helsingörs Maskin- byggeri Elsinore 1897	Svdt. 4.07 v.c. 3.05						
186	Mems Rederi Aktie- bolag. (A. du Rietz)	✠	Triple (8.07)	3	37-61-102 11.5-24-40	69 27	500 100	Lindholmens Mek. Werkstad Göteborg 1907	Got. 8.07	✠	2 C	2.90 9-6	2.97 9-9	4	5.30 57	135 1450	12.6 180	Lindholmens Mek. Werkstad Göteborg 1907	Got. 8.07						
187	Flensburg-Stettiner Dampschiffahrts-Ge- sellschaft	✠	Comp. (7.93)	2	55-100 21.5-39 3	61 24	330 88	Flensburger Schiff- bau-Gesellschaft Flensburg 1889	.....	✠	2 C	2.64 8-8	2.64 8-8	4	3.25 35	120 1288	7 100	Flensburger Schiff- bau-Gesellschaft Flensburg 1889	Stt. 96 v.c. 93						
188	Société de la Sangha Equatoriale	✠	Comp. (7.04)	2	15-25 6-10	18 7	35 315	Claparède frères Argenteuil 1904	Par. 01	✠	1 C	0.70 2-4	1.40 4-8	1	0.50 5	13.70 147	9.5 135	Claparède frères Argenteuil 1904	Par. 01						
189	Koninklijke Nederlân- sche Stoomboot Maat- schappij	.	Tr. Exp. (8.99)	2	46-73-119 18-29-47	91.4 36	150 750 72	Nederl. Fabriek van Werktuigen en Spoorw.materieel Amsterdam 1896	.....	.	2 C	3.50 11-6	3.05 10-0	4	6.13 67	210 2260	11.2 160 4.2-60	Nederl. Fabriek van Werktuigen en Spoorw.materieel Amsterdam 1896	Am. 03 v.c. 99						
190	Dampskibs-Selskabet « Thore » (T. E. Tulenius)	.	Triple (2.07)	3	46-74-119 18 29 47 PS. 2.07	84 33	140 720 84	S. & H. Morion & Co Leith 1890	Ch. 2.07	.	2 C	3.66 12-0	2.90 9-6	2	7.61 82	210 2260	11.2 160 4.2-60	S. & H. Morion & Co Leith 1890	Ch. 2.07 p.c. 2.07 v.c. 2.07						
191	R. S. Freeman	.	Tr. Exp. (5.04)	3	61-99-160 21-39-63 PS. 7.07	124 49	1500	Art.-Ges. Vulcan Stettin 1886	Shg. 7.07	.	1 CD 2 D	3.45 11-4 3.40 11-2	5.33 17 6 2.41 7-11	8		10.5 150 5.6-80	Art. Ges. Vulcan Stettin 1886	Shg. 04 p.c. 04 v.c. 04							
192	A. F. Klaveness & Co	✠	Tr. Exp. (10.98)	3	53-89-145 21-35-57	99 39	180 930 57	Wm Doxford & Sons Ld Sunderland 1895	.....	✠	2 C	3.96 12-0	3.05 10-0	6	8.04 87.5	302 3250	11.25 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1895	N-C. 98 v.c. 98						



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WATER W.N.A. in inches	PORT OF REGISTRY		LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.			PORT OF BUILDING		PROPELLER WATERTIGHT COMPARTMENTS ERUCTIONS ON DECK WATERBALLAST, DECKS REPAIRS								
	DATE OF TERM																						
	1	2	3	4	5	6											7		8		9	10	
✠	193	STINT, <i>Giel.</i> Remorqueur.	(3.01)	I	—	—	—	74	Rss	01	Lange & Sohn Riga	A: <i>hél</i> ; 5 comp.	21.50 70-6	5.20 17-1	2.60 8-6	.....	Riga	Riga 01					
✠	194	STOCKHOLM, <i>Dickow.</i> (7.95)	I	—	—	Glt 1 P-B	478 694	Alm V.95	78	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock	F: <i>hél</i> ; 6 comp; D. 31m70; G. 9m44; (WB.); 1 p. F; rp-car. 9.97.	61.22 200-10	8.36 27-5	4.17 13-8	.....	Stettin	Hbg 97						
✠	195	STOCKHOLM, <i>Hitzweibel.</i> (8.97)	I	—	—	Glt 1 P-B	618 340 443	Alm V.97	85	Reiherstieg Schiffs- werke Hamburg	F: <i>hél</i> ; 5 comp; <i>reld</i> ; $\frac{1}{2}$ D. 17m50; R. 15m; G. 6m40; (WB.) <i>cales</i> 118 t; C.A. 33 t.; 1 p. F; grp. S9; car. 8.97	55.00 180-5	8.25 27-1	4.15 13-8	.....	Hamburg	Hbg 97						
.	196	STOCKHOLM, <i>Lindhe.</i> (7.06)	III	3, 3, G	1.1.	Glt 1 P-B	819 591 617	Sds V.95	71	Lindvall Stockholm	F: <i>hél</i> ; 6 comp; p. S; grp. 96; car. 7.06.	60.1 197-2	8.1 26-8	4.06 13-4	.....	Stockholm	Av. 7.06						
.	197	STOLP, <i>Perleberg.</i> (7.93)	II	—	—	Glt	267 147 177	Alm V.93	52	Blackwood & Gordon Glasgow	F: <i>hél</i> ; 5 comp; D. 22m; G. 5m; (WB.) <i>cale</i> A. 7m84, 35 t.; <i>re. alg.</i> SS. 84; $\frac{1}{2}$ p. F; $\frac{1}{2}$ p. P; rp. 90; car. 5.95.	44.18 145-0	5.70 18-7	2.76 9-1	.....	Stettin	Stt. 95						
.	198	STON (ex-Melanira), <i>Bot- terini.</i> (7.04)	II	3/3, P	1.1.	Glt	64 23	Aut V.64	72	Navale Adriatico Trieste	F: <i>hél</i> ; 4 comp; rp-car. 7.04.	27.55 90-5	3.87 12-8	2.71 8-11	.....	Raguse	Trst. 04						
✠	199	STORE-BELT, <i>Jansen.</i> ELECTR. 7.00 Railway Ferry.	I	—	—	—	1114 451 1036	Dan	00	Burmeister & Wain Copenhagen	A: <i>aub</i> ; 5 comp; 1 p. A.	83.75 274-10	10.58 34-9	4.65 15-3	.....	Korsör	Cph. 00						
✠	200	STRIB, <i>Jensen.</i> (8.01) ELECTR. Railway Ferry.	I	—	—	—	393 136 377	Dan	01	Holsingörs Jerns- ktsbyggeri Elseneur	A: <i>aubes</i> ; 5 comp; p. P.	50.51 165-9	8.10 26-7	3.64 11-11	.....	Fredericia	Cph. 01						
.	201	STURMAN (ex-Juno), <i>Galtchenco.</i> (8.03)	II	—	—	B-G 2 P-S	1066 775 981	Rss V.95	73	D. naid & Wilson Paisley	F: <i>hél</i> ; 6 comp; <i>spand</i> , 2 p. S; grp. 82; rp-car. 8.03	65.00 216-6	8.60 28-2	6.88 22-7	.....	Odessa	Ods. 03						
✠	202	STUTTGART, <i>Wellm.</i> Trawler. (8.05)	I	3/3, G	1.1	Glt	159 44	Alm V.95	97	Breuer Vulcan Vegesack	A: <i>hél</i> ; 6 comp; R. 10m; (WB.) A. 10 t.; p. PP; rp-car. 8.05.	32.31 106-0	6.40 21-0	3.43 11-3	.....	Bremen	Wes. 8.05						
✠	203	STYRBJÖRN, <i>Sohlgren.</i> Remorqueur. (11.02)	I	—	—	1 m	126 59	Sds	62	J. & J. Jönkings Mek Weckströms A. B. Jönköping	A: <i>hél</i> ; 5 comp; R. 8m70.	25.14 82-6	5.92 19-5	3.66 12-0	.....	Jönköping	Got. 02						
.	204	SUCCÈS, <i>Verguts.</i> (2.01) Remorqueur.	I	3/3, I	1.1.	1 m	49 13	Blg	93	P. Beele Slikerveer	A: <i>hél</i> ; 5 comp; (WB.)	21.00 68-11	4.60 15-1	2.35 7-9	.....	Anvers	Av. 04						

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY	
			DESCRIPTION DATE OF CERTIFICATE	CYLINDERS			BUILDERS — PORT AND DATE of CONSTRUCTION	SHELL Diamet.   Length IN METERS AND INCHES			Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION						
				NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Horse power nominal INDICATED REVOLUTIONS	NUMBER		grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey boiler.			
19	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
193	Rigaer Hafenbau Verwaltung	✠	Comp. (3.01)	2	29 - 54 11.5 - 21	14 35	150 145	Lange & Sohn Riga 1900	.....	✠	1 C	2.53 8-4	2.96 9-9	2	2.55 27	90 969	8.4 120	Lange & Sohn Riga 1900	Riga 01
194	Neue Dampfer-Compagnie	.	Comp. (7.95)	2	60 - 120 23.6 - 47.3	70 27.6	90 360 76	Rostocker Act.-Ges. für Schiff- & Maschinenbau Rostock 1878	.....	.	2 C	2.50 8-2	3.18 10-5	4	4.40 47	167 1795	5.5 78	Cie Vulcan Stettin 1888	Hbg 97 v.c.95
195	H. M. Gehrckens	✠	Comp. (8.97)	2	63.5 - 119 25 - 47	84 33	115 500 84	Reiherstieg Schiffswerfte Hamburg 1885	.....	✠	1 C	4.19 13-9	3.02 9-11	3	5.48 59	164 1770	5.97 85	Reiherstieg Schiffswerfte Hamburg 1885	Hbg 97 v.c.97
196	Stockholms Ångfartygs Rederi Aktiebolag. (S. E. Ternström)	.	Comp. (7.06)	2	63.5 - 123.5 25 - 48.5 PS. 7.06	64.4 25.5	75 300 75	W. Lindberg Stockholm 1881	Av. 7.06	✠	1 C	3.41 11-2	3.18 10-5	3	4.83 52	114 1230	5.27 75	Kockums Mek. Verkstad Malmö 1896	Av. 7.06 v.c. 7.06
197	Franz Gribel	.	Comp. (7.93)	2	38 - 65 15 - 25.6	32 12.6	120 110	Möller & Holberg Stettin 1884	.....	.	1 C	2.57 8-4	2.60 8-5	2	2.10 22.6	70 753	5 71	Möller & Holberg Stettin 1881	Stt. 95 v.c. 93
198	Giovanni Racich & Co	.	Comp. (7.04)	2	39 - 67 15 - 26	36 14	25 100 150	Navale Adriatico Trieste 1872	Trst. 04	.	1 C	2.30 7-7	2.90 9-6	1	2.11 23	67.60 727	5.5 78	A. Mitlicovitz Trieste 1890	Trst. 04 v.c. 04
199	Indenrigsministeriet « De Danske Statsbæuer »	✠	Comp. (7.00)	4	86 - 158 34 - 62	137 54	350 2000 40	Burmeister & Wain Copenhagen 1900	.....	✠	4 C	3.90 12-10	3.05 10-0	12	15.79 170	530 5704	6.33 90	Burmeister & Wain Copenhagen 1900	Cph. 00
200	Indenrigsministeriet « De Danske Statsbaner »	✠	Diag. Comp. (8.01)	2	74 - 142 29 - 56	114 45	146 500 33	Helsingörs Maskinbyggeri Elseneur 1901	.....	✠	2 C	2.97 9-9	3.28 10-9	4	5.60 60	192 2070	5.62 80	Helsingörs Maskinbyggeri Elseneur 1901	Cph. 01
201	P. P. Gourgi	.	Comp. (8.03)	4	86 - 152 34 - 60	91.4 36	200 800	Hanna, Donald & Co Paisley 1873	Ods. 03	.	2 C	3.62 11.11	2.58 8 6	6	7.71 83	— 65	4.57 65	George Clark Sunderland 1879	Ods. 03 v.c.03
202	Deutsche Dampffischerei Gesellschaft «Nordsee»	✠	Comp. (8.05)	2	38 - 70 15 - 27.5 PS.8.05	55 21.7	250 100	Bremer Vulcan Vegesack 1897	Wes. 8.05	✠	1 C	3.00 9-10	2.74 9-0	2	2.80 30	94 1011	8 114	Bremer Vulcan Vegesack 1897	Wes. 8.05 v.c.8.05
203	Jönköpings Mek. Werkstads Aktie Bolag.	✠	Comp. (11.02)	2	38 - 76 15 - 30	45 17.5	60 250 140	Jönköpings Mek. Werkstad Jönköping 1902	.....	✠	1 C	3.00 9-10	3.00 9-10	2	2.80 30	92.50 996	8.4 120	Jönköpings Mek. Werkstad Jönköping 1902	Got. 02
204	Société Anonyme de Remorquage à hélice	.	Comp. (2.04)	2	30 - 54 12 - 21	30 12	25 150 195	H. J. Koopman Dordrecht 1903	Av. 04	.	1 C	2.50 8-2	3.10 10-2	1	1.50 16	60 645	11 157	H. J. Koopman Dordrecht 1903	Av. 04

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈMENT NOMBRE DE POSTES	TONNAGE T. R. U.	PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ÉTANCHÉS CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN PIÈDES & POUCES 13 14 15	LARGEUR EN PIÈDES & POUCES 16	CREUX EN PIÈDES & POUCES 17	PORT D'ARMEMENT	LIEU de L'ATELIER de la DERNIÈRE VISITE		
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL																
	DATE DU TERME																
	1	2	3													4	5
	205	SUEZ, <i>Klausen.</i>	(7.06)	■	3/3, L	1.1.	2 m 1 P-B	2064 1305 1578	Rss 85 V.06	Wm Gray & Co Hartlepool	A; hél: 5 comp; <i>velta</i> ; D. 8m54; 1/2 D. 23m17; R. 32m92; G. 7m93; (WB. 477 t.; car. 7.06; rp. 07.	84.27 270-0	11.32 37-2	6.02 19-9	.....	Vladivostok	H-K. 3.07
✠	206	SUL-AMERICA, <i>Golde.</i> Remorqueur. 91-02 (12.02)	■	—	—	Chl	100 35 85	Alm 02	Ritchie, Graham & Milne Glasgow	A; hél: 5 comp; (WB. C. R. 1 3/4 t. C. A. 2 1/4 t.).	25.95 85-2	5.52 18-1	2.77 8-9	—	Hamburg	Gls. 02	
✠	207	SÜLLBERG, <i>Luppi.</i> (3.04)	■	3/3, L	1.1.	Git 2 P-S	1260 732 1091	Alm 96 V.04	Henry Koch Lübeck	A; hél: 6 comp; <i>spard</i> ; R. 17m; G. 7m50. (WB. cell. 228 t.); 1 1/2 p. A; 1/2 p. P. rp. 06; car. 10.06	68.88 226-0	9.90 32-6	6.15 20-2	.....	Blankenese	H-K. 10.06	
✠	208	SULTANA, ..... ELECTR.	■	—	—	2 m 1 P-B	3911 2850	Amr 02	Superior Shipbuilders Co West-Superior	A; hél: 4 comp; D; 1/2 G; (WB. cell.).	10.31 362-0	14.63 48-0	7.32 24-0	.....	Duluth	Clv. 02	
✠	209	SUNDSVALL, <i>Mahler.</i> (4.97)	■	—	—	Git	663 415 490	Alm 89 V.97	Helsingörs Jernskips & Maskinbyggeri Elseneur	A; hél: 6 comp; <i>velta</i> ; 1/2 D. 21m50; R. 16m10; G. 7m01; (WB. cell. 118 t.); 1 p. F; grp-car. 10.99.	58.22 191-0	8.42 27-8	3.72 12-3	.....	Hamburg	Osch. 99	
	210	SUR, <i>Johnson.</i>	(10.03)	■	3/3, P	1.1.	1 m 73 89	Chl 99 V.03	Porsgrunds Mek. Vierksted Porsgrund	A; hél: 4 comp; D. 9m75; 1/2 G. 4m57; (WT. A. 15 t.); p. A; rp-car. 12.06.	27.43 90-0	5.49 18-0	2.44 8-0	.....	Punta-Arenas (Chili)	P-A. 12.06	
✠	211	SURMULET, <i>Libert.</i> Chalutier.	(5.06)	■	3/3, P	1.1.	2 m 253 99	Frq 06	Bonn & Mees Rotterdam	A; hél: 4 comp; (WB. 25 t.).	41.26 135-5	6.63 21-9	3.81 12-6	.....	Boulogne s/Mer	Rd. 5.06	
✠	212	SUTHERLAND, <i>Wallace.</i> Turret.	(10.05)	■	3/3, L	1.1.	2 m 1 P-B	3542 2277 2999	Ang 01 V.05	W. Doxford & Sons Ltd Sunderland	A; hél: 7 comp; G. 10m97; (WB. cell. 778 t. C. R. 36 t.); grp. 02; rp-car. 10.06.	103.63 340-0	13.90 45-7	7.47 24-6	145 1/2 150	Newcastle- o/Tyne	Clct. 1.07
✠	213	SUWANEE (ex-Kasbek), ELECTR. <i>Gray.</i> (5.04) — - 03 Petrol. in bulk.	Ⓢ	3/3, L	1.1.	43m 2 P	2736 2075 2693	Ang 88 V.04	Sir W. G. Armstrong Mitchell & Co (Ld) Low-Walker	A-F; hél: 13 comp; R. N. 4m86; R. R. 8m60; (WB. E. & B. 160 t.; W. T. cale N. 460 t.; C. A. 141 t.; 2 p. A; grp- 00; rp-car. 8.06.	94.50 310-0	12.30 40-4	8.62 28-3	79 1/2 84 85	Londres	N-C. 8.06	
	214	SUZANNE, ..... Remorqueur.	(11.03)	■	3/3, R	1.1.	1 m 24 13	Frq 03	de la Brosse & Fou- ché Nantes	A; hél: 4 comp; R. 10m20.	14.62 48-0	4.05 13-4	1.48 4-10	.....	Dakar	Nt. 03	
	215	SUZANNE-CELINE, <i>Gaston</i> Chalutier.	(7.07)	■	3/3, G	1.1.	Git 28 145	Frq 97 V.07	E. de la Brosse & Fouché Nantes	A; hél: 6 comp; R. 10m55; (WB. 10 t.); p. PP; rp. 07; car. 7.07.	32.24 105-10	6.26 20-6	3.16 10-4	.....	Arcahon	Nt. 7.07	
✠	216	SUZANNE-ET-MARIE, ..... ELECTR. Chalutier.	(10.07)	■	3/3, L	1.1.	2 m 110 302	Frq 07	Chantiers de France Dunkerque	A; hél: 4 comp; (WB. 30 t.).	43.29 142-0	6.98 22-11	3.59 11-10	.....	Boulogne s/Mer	Dk. 10.07	

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale en chevaux vapeur	Nombre de tours à l'heure	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS		NOMBRE surf.de grille en m <sup>2</sup> carr. en p <sup>2</sup> carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Claud. princ. Claud. auxil.	CONSTRUCTEURS			
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	EN CENTIMÈTRES EN POUCES							Diamètre Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	EN MÈTRES EN PIEDS ET POUCES				EN MÈTRES EN PIEDS ET POUCES	EN MÈTRES EN PIEDS ET POUCES	LIEU & ANNÉE de CONSTRUCTION	LIEU & ANNÉE de CONSTRUCTION
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
205	A. Callorito	Tr. Exp. (7.06)	3	53 - 89 - 145 21-35-57	99 30	201 800 70	Blair & Co Stockton 1885	Ngs.7.06	1 C	3.96 13-0	3.05 10-0	4	6.88 74	278 2994	12.6 160 5.6 80	Blair & Co Stockton 1885	Ngs.7.06 v.c.7.06							
206	Johannes Schuback & Söhne	Comp. (12.02)	2	36 - 71 14 - 28	53 21	50 280 128	Campbell & Calder- wood Paisley 1902		1 C	3.16 10-5	3.05 10-0	2	3.21 34.65	84 902	8.4 120	Campbell & Calder- wood Glasgow 1902	Glasg. 02							
207	M. Struve	Tr. Exp. (3.00)	3	40 - 71 - 112 16 - 28 - 44 PS. 10.06	100 28	550 92	H. Paucksch Landsberg/W 1896	H-K. 10.06	1 C	4.10 13-6	3.07 10-1	3	4.80 52	179 1922	11.6 165 11.6 165	Henry Koch Lübeck 1896	H-K 5.06 v.c.10.06 v.c.03							
208	G. A. Tomlinson	Tr. Exp. (5.02)	3	51 - 84 - 137 20 - 33 - 54	102 40	1200 85	Superior Shipbuild- ing Co West Superior 1902		2 C	4.27 14-0	3.66 12-0	6	12.55 135	393 4229	12 170	M. A. Ryan Duluth 1902	Clv. 02							
209	H. M. Gehrckens	Comp. (3.97)	2	63.5 - 119 25 - 47	76 30	120 500	Helsingörs Maskin- byggeri Elseneur 1889		1 C	2.94 12-11	3.35 11-0	3	5.57 60	173 1866	6.33 90	Helsingörs Maskin- byggeri Elseneur 1889	Oscl. 99 v.c.97							
210	De Bruyne, Osenbrüg & Co	Comp. (10.03)	2	25 - 48 10 - 19 PS. 12.06	36 14	25 135 157	Porsgrunds Mek Værksted Porsgrund 1899	P-Ar. 12.06	1 C	2.48 8-2	1.90 6-6	6	1.40 15	43 464	11.2 160	Porsgrunds Mek. Værksted Porsgrund 1899	P-Ar. 12.06 v.c.03							
211	L. Bouclet & Cie	Triple (5.00)	3	33 - 55 - 89 13-21.5-35	61 24	125 110	Alblasserdamsche Machinefabrik Alblasserdam 1906	Rd. 5.06	1 C	3.76 12-4	3.05 10-0	3	3.59 39	122 1315	12.6 180	Alblasserdamsche Machinefabrik Alblasserdam 1906	Rd. 5.06							
212	The Sutherland Steam- ship Co Ld (A. M. Sutherland & Co Ld)	Tr. Exp. (10.05)	3	66 - 107 - 173 26 - 42 - 68 PS. 10.06	107 42	307 1350 63	Wm Doxford & Sons Ld Sunderland 1901	Cet. 16.06	2 C	4.72 15-6	3.35 11-0	6	9.19 99	440 4737	11.2 160 6.3 90	Wm Doxford & Sons Ld Sunderland 1901	N-Y.3.06 v.c.3.06 v.c.05							
213	Anglo-American Oil Co Ld (James McDonald)	Tr. Exp. (5.04)	3	58 - 94 - 152 23 - 37 - 60 PS. n.05; v.10.07	99 39	250 1200 75	Wallsend Slipway & Engineering Co Ld Newcastle v. T. 1888	Can. 8.05	2 C	4.42 14-6	3.35 11-0	6	11.24 121	377 4060	10.5 150 5.6 80	Bow Mac Lachlan & Co Paisloy 1904	Lyp. 04 v.c.04 v.c.9.06							
214	J. A. Delmas & Co (à Bordeaux)	Comp. (11.03)	2	21 - 38 8 - 15	24 10	19 76 250	de la Brosse & Fou- ché Nantes 1903		1 C	1.50 6-2	2.10 8-11	1	1.12 12	32.15 34.5	8 114	de la Brosse & Fou- ché Nantes 1903	Nt. 03							
215	Société Nouvelle des Pé- cheries à vapeur	Comp. (7.07)	2	45 - 78 17.7 - 30.7 PS. 6.06	52 20.5	100 400 150	E. de la Brosse & Fouché Nantes 1899	Nt. 7.07	1 C	3.20 10-6	3.02 9-11	2	3.60 39	109.62 1179	7 160	E. de la Brosse & Fouché Nantes 1899	Nt. 7.07 v.c.7.07							
216	Poret, Lobez & Co	Triple (10.07)	3	33 - 56 - 91 13 - 22 - 36	64 25	132 530 115	Chantiers de Franco Dunkerque 1907	DK. 10.07	1 C	3.20 10-6	4.02 13-3	3	4.32 46	138 1484	14 200	Chantiers de Franco Dunkerque 1907	DK. 10.07							



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.			PORT OF BUILDING		WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS								
	DATE OF TERM																				
	1	2	3																		4
✠	217	SUZANNE-&MARIE, Lesquel. (6.04)	■	3/3,I.	1.1.	Glt 2 P	1644 1015 1420	Frç	91	V.04	Lobnitz & Co Renfrew	A; <i>hél</i> : 7 comp; D. 11m81; R. 18m90; G. 12m50; (WT. cale A. 426 t; cale R. 342 t; C. A. 19 t; C. R. 17 t.); 1 p. A; 1 p. S; rp. 06; car. 8.07.	77.68 254-8	10.84 35-7	6.41 21-0	.....	Le Havre	Hv. 8.07			
✠	218	SVAVA, Ungerskor. 05-07 (6.07)	■	3/3,G	1.1.	1 m	156 38 148	Dan	07		Kjöbenhavns Skibs- vaerft Copenhagen	A; <i>hél</i> : 5 comp; $\frac{1}{2}$ G. 6m20 (WB. C. R. 10.5 t; C. A. 12 t.); 1 p. bois.	32.44 106-5	6.74 22-1	2.87 9-5	.....	Copenhagen	Cph. 6.07			
.	219	SVEA (ex-Prinses-Elisa- beth), Ljungberg. ELECTR. (5.05)	■	3/3,P	1.1.	2 P-H Glt	1569 993	Sds	78	V.05	John Elder & Co Glasgow	F; <i>aub</i> ; <i>awningd</i> ; grp. 01; car. 7.03.	84.47 277-2	10.60 34-9	4.90 16-1	.....	Stockholm	Cph. 7.06			
✠	220	SVEA, Hammarström. ELECTR. (4.04)	■	3/3,G	1.1.	Glt	738 465	Sds	00	V.04	Howaldtswerke Kiel	A; <i>hél</i> : 5 comp; D. 8m00; R. 17m00; G. 8m50; (WB. cell. 175 t; C. R. 27 t.); 1 p. A; rp. 07; car. 4.07.	53.68 176-1	9.15 30-0	4.99 16-4	.....	Stockholm	Sikh. 4.07			
✠	221	SVEN-RENNSTRÖM, Axling. (5.05)	■	3/3,G	1.1.	G 3 m 1 P-B	387 298 380	Sds	69	V.05	J. Keiller Gothembourg	F; <i>hél</i> : 5 comp; rp. 80; R. 7 t; (WB. C. A. 10 t.; rp. 06; car. 9.06.	44.5 146-0	7.4 24-3	4.80 15-9	.....	Motala	Got. 9.06			
✠	222	SVENDBORGSUND, ELECTR. Petersen. (2.07)	■	3/3,P	1.1.	1 m	96 46 78	Dan	07		Werf Hubertina Haarlem	A; <i>hél</i> : 5 comp; $\frac{1}{2}$ D. 7m15; R. 8m35; G. 2m60; (WB. R. 7 t.); 1 p. PP.	23.26 76-5	5.11 16-9	2.67 8-9	.....	Svendborg	Am. 3.07			
.	223	SVENSKE (ex-Ilsestein), Syberg. (2.07)	■	3/3,A	1.1.	2 m	1514 1043 1179	Sds	98	V.07	Howaldtswerke Kiel	A; <i>hél</i> : 5 comp; <i>welldeck</i> ; $\frac{1}{2}$ D. 23m78; R. 34m22; G. 7m20; (WB. 335 t; C. R. 21 t.); car. 1.07.	74.10 244-1	10.72 35-2	5.56 18-3	.....	Stockholm	Sikh. 2.07			
✠	224	SVENSKE, Haraldsson. — 03 (3.07)	■	3/3,G	1.1.	2 m	479 311 411	Sds	03	V.07	Lindholmens Werk- stad Aktiebolag Goteborg	A; <i>hél</i> : 4 comp; D. 17m00; (W. T. cale N. 120 t; WB. E. B. 15 t; C. R. 14 t; C. A. 17 t.); rp. 07; car. 3.07.	48.77 160-0	7.90 25-11	4.27 14-0	.....	Goteborg	Got. 3.07			
.	225	SVERIGE (ex-Aval), Nordin. (4.06)	■	3/3,G	1.1.	Glt 1 P-B	1599 1017	Sds	82	V.06	J. Blumer & Co Sunderland	F; <i>hél</i> : 5 comp; D. 8m84; R. 15m85; G. 7m93; (WB. cell. 456 t.); 1 p. F; rp. 07; car. 5.07.	79.25 260-0	11.58 38-0	5.23 17-2	$\frac{35\frac{1}{2}}$ $\frac{38\frac{1}{2}}$ $\frac{40\frac{1}{2}}$	Gefle	Mim. 5.07			
✠	226	SVITUN (ex-Sogn), Olsen. (12.06)	16-1	5/6,G	1.1	Glt 1 P-B	653 469 520	Nrw	95	V.04	A. Brodin Gefle	F-P-C; ch. frg; sfb; <i>hél</i> : 3 comp; R. 17m; G. 12m65; R. R. 7m67; p. S; grp. 90; SS. 94; car. 5.04; rp. 04.	50.20 164-8	8.00 26-2	4.75 15-7	.....	Christiania	Chrt. 9.07 c. v. 9.07			
✠	227	SWAERDECROON, Reit. (2.04)	■	3/3,G	1.1.	Glt 2 P-A	641 388	P-B	91	V.04	Maatschappij de Maas Rotterdam	A; <i>hél</i> : 5 comp; <i>awningd</i> ; (WB. C. A. 22 t.); 2 p. T; rp-car. 6.04.	50.80 166-8	8.23 27-0	3.13 10-3	.....	Batavia	Btv. 04			
.	228	SYLVIA..... ELECTR. (9.05)	■	3/3,Y	1.1.	—	55	Frç	90	V.05	Oriolle Nantes	A; <i>hél</i> : 3 comp; R. 2m10; rp-car. 9.05.	28.00 91-10	3.50 11-6	1.10 3-8	.....	.....	Nt. 9.05			

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		HORSE POWER INDICATED REVOLUTIONS	SHELL Diamet.   Length — IN METERS IN FEET AND INCHES				FURNACES NUMBER Grate surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION						
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE — in centim. in inches														
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
217	Worms & Co	✦	Tr. Exp (6.04)	3	51 - 86 - 187 20 - 34 - 54 PS. 8.07	107 42	1500 92	Lobnitz & Co Renfrew 1891	Hv. 8.07	✦	2 C	4.39 14-5	3.05 10-0	6	11.1 4 120	288 3100	11.2 160 6.3-90	Lobnitz & Co Renfrew 1891	Hv. 8.07 v.c.04 P.C. 04	
218	Em. Z. Svitzers Bjerg- nings Entreprise	✦	Triple (6.07)	3	33 - 52 - 85 13 - 20.5 - 33.5	53 21	64 475	Kjöbenhavns Skibs- værft Copenhagen 1907	Cph.6.07	✦	1 C	3.42 11-3	3.12 10-3	2	3.35 36	102 1101	12.6 180	Kjöbenhavns Skibs- værft Copenhagen 1907	Cph.6.07	
219	Rederi-Aktiebolaget Sverige-Continent (G. O. Wallenberg)	.	Comp. (5.05)	2	152 - 264 60 - 104	213 84	800 3543 33	John Elder & Co Glasgow 1878	Stkh. 3.06	.	4 C	4.77 15 8	2.77 9-1	4	8.46 91	679 7304	5.77 82 5.6-80	..... ..... 1890	Stkh. 5.05 v.c. 5.05 P.C. 5.05	
220	Nya Rederi Aktiebola- get « Svea » (H. Blomberg)	✦	Tr. Exp (4.04)	3	36 - 56 - 93 14 - 22 - 36 PS. 4.07	50 20	425 130	Howaldtswerke Kiel 1900	Stkh. 4.07	✦	1 C	3.20 10-6	3.02 9-11	2	3.66 39	126 1357	12.5 178 6.3-90	Howaldtswerke Kiel 1900	Stkh. 4.07 v.c.04 P.C. 4.07	
221	Ångfartygs Aktiebolaget « Edith » (G. Pettersson)	.	Comp. (5.05)	2	28 - 71 11.5 - 28 PS. 4.06	50 19.6	43 140	J. Keiler Göteborg 1869	Got. 9.06	.	1 C	2.94 9-8	2.89 9-0	3	2.32 25	99 972	5 70 4.2-60	Bergsunds Mek. Verkstad Göteborg ....	Got. 4.06 v.c.05 P.C. 4.06	
222	Sjödyfvenska Dampskibs- Selskabet	✦	Comp. (2.07)	2	30 - 60 12 - 23.5	36 15	38 189 200	Werf Hubertina Haarlem 1907	Am. 2.07	✦	1 C	2.80 9-2	2.95 9-8	2	2.25 24	75 809	8.5 120	Werf Hubertina Haarlem 1907	Am. 2.07	
223	Rederi Aktiebolaget « Sverige » (P. Tham)	.	Triple (2.07)	3	44 - 70 - 109 17.5-27.5-43	70 27.5	93 550 85	Howaldtswerke Kiel 1898	Stkh. 2.07	.	2 C	3.40 11-2	3.17 10-5	4	6.04 65	227 2445	12 170	Howaldtswerke Kiel 1898	Stkh. 2.07 v.c. 2.07	
224	Ångfartygs Aktiebola- get « Marine » (Th. Ahrenberg)	✦	Comp. (3.07)	2	38 - 84 15 - 33 PS. 3.07	53 21	275 114	Lindholmens Meka- niska Werkstad Göteborg 1903	Got. 3.07	✦	1 C	3.10 10-2	3.05 10-0	2	2.85 31	91 978	9.14 130 6.3-90	Lindholmens Meka- niska Werkstad Göteborg 1903	Got. 3.07 v.c. 3.07 P.C. 3.07	
225	P. J. Haegerstrand	.	1 Comp. (4.06)	2	79 - 152 31 60 PS. 5.07	99 39	150 .... 52	T. Clark & Co Newcastle o T. 1882	Mlm. 5.07	.	2 C	3.90 12-9	3.23 10-7	6	7.90 85	300 3230	5.3 75	Dyle & Bacalan Bordeaux 1893	Mlm. 4.06 v.c. 4.06	
226	Aktieselskabet « Nvitun »	.	Comp. (5.04)	2	51-102 20 - 40 PS. 6.06	61 24	80 320	Oskarshamns Mek. Atelier Oskarshamn 1874	Chrft. 9.07	.	1 C	3.20 10-6	3.10 10-2	2	3.34 36	2.8 40 2.8-40	Lindholmens Mek. Werkstad Göteborg 1883	Chrft. 9.07 v.c. 04 P.C. 8.05		
227	Koninklijke Paketvaart Maatschappij	✦	Tr. Exp. (2.04)	3	39 - 62 - 101.6 15.3-24.3-39.8 PS. 2.04	91.4 36	110 350	Maatschappij de Maas Rotterdam 1891	Btv. 04	✦	1 C	4.19 13 9	3.23 10 7	3	5.11 55	11.2 160	Maatschappij de Maas Rotterdam 1891	Btv. 04 v.c.04 P.C. 04		
228	Vicomte de Fontarce	.	Comp. (9.05)	2	19 - 31 7.5 - 12	19 7.5	20 80 350	Oriolle Nantes 1890	Nt. 9.05	.	1 Oriolle	1.20 × 1.40 × 1.90 3.11 × 4.7 × 0.3	1	1.20 13	35 376	11 157	Oriolle Nantes 1890	Nt. 9.05 v.c. 9.05		

TAR

SURVEILLANT SPÉCIAL	NAVIRES & CAPITAINES			CLASSIFICATION	GRÉEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHÉS CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS				LONGUEUR EN PIEDS & POUÇES	LARGEUR EN MÈTRES	CREUX EN MÈTRES	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE ET DE SON COMMANDEMENT ACTUEL	DATE DU TERME				T.	R.				U.	12	13	14						
1	2	3	4	5	6	7	8	9	10	11										
✠	1 TAFNA, <i>Gentile</i> . (4.03) ELECTR.		■	3/3,L	1.1.	Glt 3 P-S	1444 853 1339	Frq	90 V.03	Wigham Richardson & Co Newcastle o/T.	A-F; <i>hél</i> : 5 comp; <i>spard</i> : R. 12m80; R. AR. 6m10; (WB. cale AR. 90 t; A. 50 t.); 3 p. PP; grp. 03; car. 5.07.	76.50 251-0	9.83 32-3	7.19 23-7	.....	Marseille	Mrs. 5.07			
✠	2 TAKASAGO-MARU ( <i>ex-Vos- tok</i> ), <i>Kawara</i> . (2.03)		■	3/3,L	1.1.	Glt 2 P-S	1677 1063 1521	Jap	97 V.03	Actien-Gesellschaft « Neptun » Rostock	A; <i>hél</i> : 6 comp; <i>spard</i> : R. AR. 7m75; R. 22m75; G. 8m05; (WB. cell. 430 t); 1 1/2 p. A; rp-car. 3.04.	76.20 250-0	11.00 36-1	7.06 23-2	.....	Tokio	Ykh. 04			
.	3 TALAVERA, <i>Cronberg</i> . (4.06)		■	3/3,G	1.1.	2 m	1785 1110 1335	Sds	89 V.06	W. Dobson & Co Newcastle o-Tyne	A; <i>hél</i> : 5 comp; <i>welld.</i> ; (WB. cell. 350 t.); 1 p. F; rp. 06; car. 6.06.	81.08 263-0	11.30 37-1	4.77 15-8	.....	Helsingborg	N-C. 6 06			
.	4 TALIS ( <i>ex-Dudley</i> ), <i>Pettersson</i> (5.04) 82-02		■	3/3,G	1.1.	Glt 1 P-B	886 630 741	Sds	65 V.04	F. & W. Smith North-Shields	F; <i>hél</i> : 5 comp; 1/2 D. 17m; R. 15m; (WB. 207 t.); grp. 04; rp-car. 4.06.	66.75 219-0	8.60 28-2	4.88 16-0	.....	Göteborg	Got. 4.06			
.	5 TAMESI, <i>Vincent</i> . (12.05) 00-04		■	3/3,A	1.1.	G 3 m 2 P	759 532 714	Frq	71 V.05	Chantiers & Ateliers de l'Océan Bordeaux	F; <i>hél</i> : 5 comp; 1 p. PP; 1 p. P. 87; alg-grp. SS. 87; rp-car. 7.07.	66.20 217-2	7.70 25-3	5.19 17-0	.....	Bordeaux	Sng. 10 07			
.	6 TAMMERFÖRS ( <i>ex-Åta- lanta</i> ), <i>Lindroos</i> . (8.06)		■	3/3,G	1.1.	Glt 1 P-B	980 588	Rss	73 V.06	C. A. Lindvall Stockholm	F; <i>hél</i> : 6 comp; D. 36m53; G. 7m12; p. S; rp. 06; car. 7.07.	64.1 210-4	9.1 30-0	5.34 17-7	.....	Åbo	Hull. 7.07			
✠	7 TAMPICO, <i>McKay</i> . (3.05)		■	3/3,L	1.1.	— 1 P-B	2133 1451	Amr	00 V.05	Craig Shipbuilding Co Toledo (Oh.)	A; <i>hél</i> : 4 comp; (WB); 1 p. A; rp. 06; car. 3.06.	75.28 247-0	12.80 42-0	7.32 24-0	.....	Seattle	Ycm. 3.06			
.	8 TANANGER ( <i>ex-Hjalmar</i> ), <i>Cobbensen</i> . (6.05)		10-2	—	—	Glt	236 131 183	Nrw	90 0.05	Thorskog P. Larsson	A-P-C; ch. frq; sfb; p. P; R. 6m; sfb. 00; SS. 1.97; car. 12.03; grp. 05.	35.20 115-5	6.10 20-0	3.53 11-7	.....	Stavanger	Stvg 5.05 c.v. 5.05			
✠	9 TANGER, <i>Schumacher</i> . ELECTR. (8.97)		■	—	—	Glt 2 P	1507 959 1336	Aim	07 P. R.	Schiffswerft v. Henry Koch Lübeck	A; <i>hél</i> : 6 comp; <i>spard</i> ; (W. cell. 320 t.); 2 p. A.	70.73 245-0	10.68 35-0	6.56 21-6	.....	Oldenburg	Lbk 97			
.	10 TANTAH ( <i>ex-Ifafa</i> ), <i>Palem</i> . ELECTR. (1.07)		■	3/3,G	1.1.	2 m 2 P-B-S	1751 1115 1686	Ang	59 V.07	Hall, Russell & Co Aberdeen	A; <i>hél</i> : 6 comp; <i>spard</i> ; WB. 189 t; T. M. 142 t.); car. 8.07.	84.34 270-2	10.71 35-2	7.14 23-5	.....	London	Alx. 8.07			
✠	11 TARLAC ( <i>ex-Isodoro-Pons</i> , ELECTR. Pou. (12.03)		■	3/3,A	1.1.	Glt 1 P-B	967 525 792	Amr	96 V.03	Gia Trasatlantica Cadix	A-F; <i>hél</i> : 6 comp; D. 10m60; R. 13m50; G. 10m50; (WB. cell. 90 t.); 1 p. A; rp-car. 5.05.	64.00 210-0	9.72 31-11	5.65 18-7	.....	Manille	Mal. 5.05			
.	12 TARRAGONA..... (1.96)		■	—	—	Glt 2 P-A	2059 1296 1489	Ang	91 V.96	J. L. Thompson & Sons Sunderland	A; <i>hél</i> : 5 comp; D. 8m84; G. 21m35; <i>awningd.</i> 53m04; (WB. cell. 397 t.); car. 1.96.	83.81 275-0	11.58 38-0	5.35 17-7	.....	Newcastle o/T	Card. 96			

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES									
19	20		21	TYPE DATE DU CERTIFICAT	22	CYLINDRES		25	26	CONSTRUCTEURS	27	DATE DE VISITE DE LA MACHINE		28	29	30	ENVELOPPE		FOYERS		35	36	CONSTRUCTEURS		37	38							
						DIAMÈTRES	COURSE des pistons										Diamèt.   Long.	NOMBRE	sur grille en nat. carr.	sur. de chauffe en mètres carrés en pieds carrés							PRESSION Clau. princ. Chaud. auxil.						
																												EN CENTIMÈTRES EN POUCES	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	sur grille en nat. carr.	sur. de chauffe en mètres carrés en pieds carrés	PRESSION Clau. princ. Chaud. auxil.
1	Cie de Navigation mixte (F. Touache & Co)	✠	Tr. Exp. (4.03)	3	63.5 - 98 - 165 25 - 38.5 - 65 PS. n. 6.06	107 42	328 1310 75	W. Richardson & Co Newcastle o/T. 1890	Mrs. 6.06	✠	2 C	4.42 14-6	3.20 10-6	8 142	13.19 4800	446 150	Forges & Chantiers La Seyne 1903	Mis. v.c. 03															
2	Nippon Yusen Kaisha Kajsha	✠	Tr. Exp. (2.03)	3	58 - 90 - 142 21 - 35 - 56 PS. 3.04	92 36	960 72	Actien-Gesellschaft « Neptun » Rostock 1897	Ykh. 04	✠	2 C	4.10 13-6	3.05 10-0	4 83	7.70 3658	340 171	Actien-Gesellschaft « Neptun » Rostock 1897	Ykh. 04 v.c. 03 P.C. 04															
3	Ångfartygs Aktiebolag. « Kullen » (C. A. Banck)	.	Triple (4.06)	3	51 - 84 - 137 20 - 33 - 54 PS. 6.06	99 39	176 750 62	Marine Engineer- ing Co Ltd Newcastle o/T. 1889	N-C. 6.06	.	2 C	3.35 11-0	3.05 10-0	6 84	7.81 2670	248 160	..... 1889	Stkh. 4.07 P.C. 4.06 v.c. 4.06															
4	Ångfartygs Aktiebolaget « Trio » (C. L. Larsson)	.	Comp. (5.04)	2	66 - 122 26-48 PS. 4.06	76 30	380 63	R. & W. Hawthorn Newcastle o/T. 1870	Got. 4.06	.	2 C	3.00 9-10	3.00 9-10	4 17	1.53 1750	163 60	..... 1883	Got. 4.06 v.c. 04															
5	Maurel & H. Prom	.	Comp. (12.05)	2	58 - 102 23 - 40 PS. n. 1.07	50 19.6	90 360 93	Forges & Chantiers de la Mediterranée Marseille 1876	Sng. 10.07	.	1 C	3.60 11-10	3.10 10-2	2 51	4.72 1303	126 78	J. Thérion Bordeaux 1892	Sng. 10.07 P.C. 1.07 v.c. 05															
6	Ångfartygs Aktiebolaget « Transito »	.	Comp. (8.06)	2	66 - 130 26 - 51 PS. 8.06	73.5 20	120 600	Bergsunds' Mek. At. Stockholm 1873	Stkh. 8.06	.	2 C	2.97 9-9	2.86 9-3	4 54.7	5.08 55	3.80 55	Lindholmen's Mek. Atelier Göteborg 1884	Stkh. 8.06 v.c. 8.06															
7	Globe Navigation Co	✠	Tr. Exp. (3.05)	3	48 - 76 - 132 19 - 30 - 52 PS. n. 3.06	102 40	900 78	Dry Dock Engine Works Detroit 1900	Tcm. 3.06	✠	2 C	3.80 12-6	3.40 11-2	4 77	7.16 3320	299 175	River Machine & Boiler Works Cleveland 1900	Tcm. 3.06 v.c. 5.05															
8	Andreas Meling Jr	.	Comp. (5.05)	2	23 - 46 9 - 18 PS. 5.05	42 16.6	30 117 116	P. Larsson Thorskog 1890	Stg. 5.05	.	1 C	2.32 7-7	1.88 6-2	1 9.24	0.86 120	8.44 120	P. Larsson Thorskog 1890	Stg. 7.06 v.c. 5.05															
9	Oldenburg - Portugiesi- sche Dampfschiffs- Rhederei-Act.-Ges.	✠	Tr. Exp. (8.97)	3	49 - 71 - 112 16.3 - 28 - 44	70 27.6	540 95	H. Paucksch A. G. Landsberg a/W 1897	.....	✠	2 C	3.30 10-10	3.00 9-10	4 52	4.80 2087	194 165	Henry Koch Lübeck 1897	Lbk. 57															
10	Khedivial Mail S. S. & Graving Dock Co Ltd	.	Triple (1.07)	3	53 - 86 - 142 21 - 34 - 56	107 42	1380 70	Hall, Russell & Co Aberdeen 1889	Alx. 8.07	.	2 C	3.80 12-6	3.80 12-6	6 97	9 2151	200 160	Hall, Russell & Co Aberdeen 1889	Alx. 8.07 P.C. 1.07 v.c. 1.07															
11	Compañia General de Tabacos de Filipinas	✠	Tr. Exp. (12.03)	3	41 - 66 - 109 16 - 26 - 43 PS. 10.03	84 33	92 598 88	Società Arsenal Ci- vil Barcelone 1896	Mnl. 5.05	✠	2 C	3.73 12-3	2.97 9-9	6 103	9.61 2158	200 160	Hong-Kong & Whampoa Dock Co Hong-Kong 1899	Mnl. 5.05 v.c. 03															
12	Tarragona Steamship Co Ltd (H. Scholefield & Son)	.	Tr. Exp. (1.96)	3	51 - 84 - 137 20-33-54	91.4 36	740 64	Blair & Co Stockton o/T. 1891	.....	.	2 C	3.81 12-0	3.05 10-0	4 65	6.05 2789	259 160	Blair & Co Stockton o/T. 1891	Card. 96 v.c. 96															



## TEM

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN METERS	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T. R. U.												
	DATE OF TERM																		
	1	2	3					4											5
✠	13	TASHMOO, . . . . . ELECTR.	(5.00)	I	—	—	—	1344 766	Amr	00	Detroit Shipbuilding Co Wyandotte	A; <i>aub</i> ; 6 <i>comp</i> ; 2 p. P.	92.28 302-9	11.42 37-6	4.11 13-6	.....	Detroit	Clv	06
✠	14	TASMAN, <i>Reit.</i>	(3.05)	I	3/3, L A.&C.P.	1.1.	2 m 1 P-B	1630 1009 1457	P-B V.05	01	Mij voor Scheeps- bouw Rotterdam	A; <i>hél</i> ; 5 <i>comp</i> ; (WB. <i>cell.</i> 434 t.); 1 p. A; car. 12.05.	76.05 249-6	12.20 40-0	6.10 20-0	44 46½ 48½	Batavia	Btv.	05
✠	15	TATTI, <i>Olsen.</i>	(5.99)	I P. R.	—	—	Glt	579 354 345	Alm V.99	91	Act. Ges. « Neptun » Rostock	A; <i>hél</i> ; 5 <i>comp</i> ; <i>welld.</i> ; ½ D. 30m94; R. 13m41; G. 6m25; (WB. <i>cell.</i> 156 t.; C. A. 14 t.; C. R. 15 t.); 1½ p. F; alg 96; rp-car. 5.99.	58.82 193-0	7.43 24-4	3.81 12-6	.....	Hamburg	Hbg	99
✠	16	TATUMBLA, <i>v. Pieverling.</i> (9.98)		I	—	—	Glt	103 20 90	Hond	98	Howaldtswerke Kiel	A; <i>hél</i> ; 4 <i>comp</i> ; R. 8m00; ½ G. 5m50; (WB. 23 t.).	26.50 87-0	5.40 17-8	2.89 9-6	.....	Puerto-Cortes	Kiel	98
.	17	TAURUS, <i>Carries.</i> (8.05)		I	3/3, L	1.1	Glt 3 P-S	1754 1112 1542	Fre V.05	82	A. McMillan & Sons Dumbarton	F; <i>hél</i> ; 7 <i>comp</i> ; <i>spard.</i> ; D. 11m; R. 23m40; G. 10m; rp. 05; car. 7.07.	78.54 257-8	11.19 36-9	6.90 22-8	.....	Marseille	Mrs.	7.07
✠	18	TAVIGNANO, <i>Ramasciotti</i> (8.04)		I	3/3, P A.&C.P.	1.1.	2 m	289 121 229	Fre	04	Cie Française de Constructions Na- vales Arles	A; <i>hél</i> ; 7 <i>comp</i> ; ½ D. 8m; R. 11m50; G. 5m71; (WB. 9 t.); 1 p. PP; car. 3.07.	44.84 147-2	6.23 20-5	3.56 11-8	.....	Marseille	Mrs.	3.07
.	19	TAYABAS ( <i>ex-Camiguin</i> ), <i>Arana.</i> (4.98)		II	—	—	Glt	193 121	Amr V.98	75	Thompson & Co Newcastle o/T.	F.	39.67 130-2	6.76 22-2	1.98 6-6	.....	Manille	Mnl	95
✠	20	TAYGETA, <i>Schmidt.</i> (6.93)		I P.R.	—	—	Glt	1276 802 940	Alm	93	Flensburger Schiff- bau-Ges. Flensburg	A; <i>hél</i> ; 5 <i>comp</i> ; <i>welld.</i> ; ½ D. 22m67; R. 17m47; (WB. <i>cell.</i> 355 t.); 1 p. A; car. 1.94.	70.63 231-7	10.37 34-0	5.15 16-11	==	Flensburg	N-C.	94
✠	21	TAYO, <i>Salon.</i> ELECTR.	(11.06)	I	3/3, A A.&C.P.	1.1.	Glt	383 78 255	Fre V.06	00	de la Brosse & Fou- ché Nantes	A; <i>hél</i> ; 5 <i>comp</i> ; ½ D. 16m70; D. 4m40; R. R. 10m; R. A. 4m10; G. 6m80; rp-car. 7.06.	43.73 140-2	7.33 24-0	3.05 10-0	16 17½ 20½	Noumea	Nm.	11.06
✠	22	TELLUS, <i>Reegoort.</i> ELECTR.	(9.01)	I P. R.	3/3, L A.&C.P.	1.1.	2 m 2 P	1523 925 1232	P-B	61	Nederl. Scheepsbouw Mij Amsterdam	A; <i>hél</i> ; 6 <i>comp</i> ; ½ D. 23m99; R. 18m28; G. 9m75; (WB. <i>cell.</i> 281 t.); 1 p. A. 1 p. P; car. 6.07.	76.60 251-4	10.56 34-8	5.64 18-6	.....	Amsterdam	Am.	6.07
✠	23	TELLUS, <i>Svedberg.</i> (3.05)		II	3/3, G A.&C.P.	1.1.	Glt 1 P-B	1032 764 799	Sds V.05	82	Motala Iron works Norrköping	F; <i>hél</i> ; 6 <i>comp</i> ; D. 37m50; G. 8m20; (WB. 250 t.); p. P; grp. 96; rp. 05; car. 3.05.	63.4 208-0	9.1 30-0	5.28 17-4	.....	Stockholm	Stk.	6.06
.	24	TEMIS, <i>Olsson.</i> (4.05)		III	3/3, P	1.1.	Glt	356 244	Sds V.06	83	Göteborgs Mck. Werkstad Göteborg	F; <i>hél</i> ; 4 <i>comp</i> ; R. 7m01; (WB. C. R.; C. A.); car. 8.06; rp. 06.	41.14 135-0	6.76 22-2	4.34 14-3	.....	Ystad	° Abo	9.06

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS							LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL			Furnaces	PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION					
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKES in centim. in in. lbs					Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER					heating surface in sq. meters in sq. feet				
19	20	1	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
13	White Star Line	✠	Tr. Exp. (5.00)	3	84 - 130 - 208 35 - 51 - 82	183 72	1150 35	Detroit Shipbuild- ing Co Detroit 1900	.....	✠	(2CD 3 C	3.33 11-1 21-8 3.33 11-1	14	27.34 294	814 8750	12 170	Detroit Shipbuild- ing Co Detroit 1900	Civ. 00			
14	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (3.05)	3	44 - 71 - 114 17.5-28-45 PS. 12.05	91 36	700 85	Mij voor Werktuig- bouw Rotterdam 1901	Btv. 05	✠	1 C	4.34 14-3 3.66 12-0	3	5.30 57	218 2346	11.2 160 5.6-80	Mij voor Werktuig- bouw Rotterdam 1901	Btv. 3.05 v.c. 3.05 p.c. 3.05			
15	L. F. Mathies & Co	✠	Comp. (5.99)	2	57.5 - 93 22.6 - 36.6	60 23.6	300 90	Actien-Gesellschaft « Neptun » Rostock 1891	.....	✠	1 C	3.30 10-10 3.05 10-0	2	2.80 30	117 1258	7 100 7-100	Actien-Gesellschaft « Neptun » Rostock 1891	Hbg. 03 v.c. 99			
16	Gouvernement du Hon- duras	✠	Tr. Exp. (9.98)	3	21 - 31.5 - 56 8 - 14 - 22	30.5 12	185 200	Howaldtswerke Kiel 1898	.....	✠	1 C	2.54 8-4 2.85 9-5	1	1.92 21	66.53 72	12.5 178	Howaldtswerke Kiel 1898	Kiel 98			
17	Cie Marseillaise de Na- vigation à Vapeur (Fraissinet & Co)	•	Comp. (8.05)	2	93 - 160 37 - 63 PS. 9.07	122 48	375 1500 64	Denny & Co Dumbarton 1882	Mrs. 2.06	✠	2 CD	3.63 11-11 4.87 16	8	15.93 172	400 4301	5 70 3-43	Chantiers de Pro- vence Marseille 1901	Mrs. 7.07 v.c. 8.05			
18	Cie de Navigation Mixte (F. Tonache & Co)	✠	Comp. (8.04)	2	55 - 97 22 - 38	60 24	112 450 140	Cie Française de Constructions na- vales Lyon 1904	Mrs. 04	✠	2 Ni- claussse 4-0	1.20 5-6 1.67 5-6	2	5.68 61	186 2002	15 214	J. & A. Nicolauss Paris 1904	Mrs. 04			
19	Compañia General de Tabacos de Filipinas	•	Comp. (4.98)	2	35.3 - 66 14 - 26	45.7 18	30 150	Thompson & Co Newcastle o/T.	.....	•	.....	.....	.....	.....	.....	.....	.....	Mnl. 98 v.c. 98			
20	Holm & Molzen	✠	Tr. Exp. (6.93)	3	41 - 66 - 109 16 - 26 - 43	84 33	500 70	Flensburger Schiff- bau-Gesellschaft Flensburg 1893	.....	✠	1 C	4.34 14-3 3.08 10-1	3	4.30 46	188 2025	11.6 165	Flensburger Schiff- bau-Gesellschaft Flensburg 1893	Flsb. 93			
21	Société Le Nickel	✠	Tr. Exp. (11.06)	3	37 - 61 - 100 15 - 24 - 38 PS. n. 7.06	66 26	150 600 110	de la Brosse & Fou- ché Nantes 1900	Nm. 11.06	✠	2 C	2.65 8-9 3.00 9-10	4	6.10 66	170 1828	12 171	de la Brosse & Fou- ché Nantes 1900	Nm. 11.06 v.c. 11.06			
22	Koninklijke Neder- landsche Stoomboot Mij	✠	Tr. Exp. (9.04)	3	48 - 76 - 130 19 - 30 - 51	89 35	160 800 75	Nederlandsche Fa- briek Amsterdam 1904	Am. 04	✠	2 C	3.66 12-0 3.05 10-0	4	6.60 70	243 2616	11.2 160 5.3-75	Nederlandsche Fa- briek Amsterdam 1904	Am. 04			
23	Stockholms Ångfartygs Rederi Aktiebolag. (S. E. Ternström)	•	Tr. Exp. (3.05)	3	37 - 59 - 97 15 - 23 - 39 PS. n. 3.05	64 25	100 460 100	W. Lindberg Stockholm 1901	Stkh. 6.06	•	1 C	3.32 11-7 2.97 9-9	3	3.50 38	108 1161	12 175 5.6-80	W. Lindberg's Verk- stad Motala 1901	Stkh. 3.05 v.c. 3.05 p.c. 3.05			
24	Ystads Rederi Aktiebo- laget	•	Comp. (4.06)	2	42 - 71 16.5-28 PS. 8.06	50 19.5	181 100	Göteborgs Mek. Werkstad Göteborg 1883	Hsh. 8.06	•	1 C	2.74 9-0 2.71 8-11	2	2.42 26	69 738	Göteborgs Mek. Werkstad Göteborg 1883	Hsh. 4.06 v.c. 4.06				

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈVEMENT NOMBRE DE POSTES	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX PROPULSEUR				LONGUEUR	LARGEUR	CIRCONFÉRENCE	FRANC ET HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.				PORT DE CONSTRUCTION		COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS									
	DATE DU TERME							R.															
	1	2	3	4	5	6		7	8			9	10	11	12	13	14						
	25	TENACE, <i>Vangaver.</i> Remorqueur. (10.05)	I	3/3, 1	1.1.	Cit		80 66	Bige	84 V.05	A. Jabon Ombret	F; hêt; 4 comp; (WB. C. A.; C. R.); p. PP; rp-car. 10.05.	21.4 70-2	4.7 15-5	2.90 9-6	.....	Alvers	Av. 10.05					
+	26	TENDA, <i>Chauvelon.</i> Remorqueur. (5.06)	I	3/3, R	1.1.	1 m		59 13 44	Frq	02 V.06	de la Brosse & Fou- ché Nantes	A; hêt; 4 comp; G. 3m80; car. 5.06.	23.34 76-7	4.00 13-2	1.76 5-10	.....	Bordeaux	Dak. 5.06					
+	27	TEREK, <i>Porton.</i> (7.03) ELECTR. Petrol. in bulk.	II	3/3, L	1.1.	Glt 2 P		3710 2374 3450	Ang	99 V.03	Sir James Laing & Sons Ld Sunderland	A; hêt; 19 comp; D. 24m38; R. 6m10; G. 11m27; (WB. E. B. 127 t; C. A. 138 t; C. R. 92 t.); 2 p. A; grp. 04; car. 12.04.	102.25 335-6	13.70 45-0	8.57 28-1	.....	London	N-C. 04					
+	28	TERTIUS, <i>Smith.</i> (11.06) ELECTR. Hopper.	II	3/3, R	1.1.	1 m		601 276 493	Egp	06	Lobnitz & Co Ld Renfrew	A; 2 hêt; 7 comp; 1/2 D. 23m00; 1/2 G. 16m15; (WB lat. 120 t.).	54.88 180-1	9.77 32-1	3.48 11-5	29 30 32	Port-Saïd	Gisg. 11.06					
+	29	TECTONIA, <i>Johansson.</i> (11.04)	I P.R.	3/3, P	1.1.	2 m 2 P		418 262 325	Sd;	04	Lindholmens Mek. Verkstad Gothembourg	A; hêt; 5 comp; (WB. C. R. 21; C. A. 27 t.); 1 p. A; 1 p. b; rp.05; car. 9.07	46.95 154-0	7.93 26-0	3.50 11-6	.....	Gothembourg	Got. 9 07					
+	30	TEXEL, <i>van Duijn.</i> (2.06)	I	3/3, L	1.1.	2 m 1 P-B		2062 1230 1804	P.B	01 V.06	Bonn & Mees Rotterdam	A; hêt; 5 comp; partial avingnd raised quarterdeck; (WB. cell. 481 t.); car. 2.06.	82.00 269-0	11.88 39-0	5.79 19-0	95 98 100	Rotterdam	Rd. 2.06					
+	31	THAI (ex-Star), <i>Gustafs- son.</i> (6.05)	I	3/3, Y	1.1.	Glt		46 28	Sd;	87 V.05	Mekan. Werkstad Christianstad	A; hêt; 3 comp; re. alg. 6.05.	17.98 59-0	3.68 12-1	1.60 5-3	.....	Stockholm	Stkh. 6.05					
+	32	THEMIS, <i>Connemann.</i> 93-04 (2.07)	I	3/3, G	1.1.	Glt		467 271 387	Alm	91 V.07	G. Evers Lübeck	A; hêt; 5 comp; 1/2 D. 12m50; (WB. C. A. & R. & calo R. 76 t.); 1 p. A; rp- car 2.07.	48.46 159-0	7.31 24-0	3.35 11-0	.....	Bremen	Rd. 2.07					
+	33	THEMIS, <i>Lieffyn.</i> (9.03)	I P.R.	3/3, L	1.1.	2 m 2 P		897 512 676	P.B	03	Ryke & Co Rotterdam	A; hêt; 5 comp; 1/2 D. 21m64; R. 14m02; G. 6m71; (WB. cell. 250 t.); 1 p. A; car. 9.06	64.62 122-0	9.30 30-6	4.72 15-6	.....	Amsterdam	Am. 9.06					
	34	THEODOR (ex-Öster-Göt- land), <i>Leisberg.</i> (7.02)	II	—	—	2 m		307 161 270	Rss	85 V.02	Mekaniska Verksted Motala	F-P; hêt; ch. fr; R. 7m50; rp-car. 5.05.	42.29 138-9	7.14 23-5	3.55 11-8	.....	Reval	Rv15.05					
+	35	THEODORE-ROOSEVELT, ELECTR. .... (6.06)	I	3/3, Lakes	1.1.	2 m 2 P		1955 1330	Am	06	Toledo Shipb. Co Toledo	A; hêt; 5 comp	80.47 264-0	12.19 40-0	4.88 16-0	.....	Michigan	Civ. 6.06					
+	36	THÉRÈSE-&-MARIE, <i>Martin.</i> (6.06) 93-07	I P.R.	3/3, L	1.1.	Glt 2 P		1615 940 1423	Frq	93 V.06	A. M. Millan & Son Ld Dumbarton	A; hêt; 7 comp; R. 18m90; G. 10m67; WB T M. 390 t; T. R. 300 t; C. A. 20 t; C. R. 18 t; 1 p. A; 1 p. S; rp.03; car. 7.07.	78.03 256-0	10.86 35-8	6.30 20-8	.....	Le Havre	Bx 7.07					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										SURVEILLANCE SPECIALE	CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES
			TYPE — DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale (force ind. de Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE		FOYERS	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION							
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces						Diamètre						Long.	NOMBRE					
19	20		21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
25	Société anonyme de Remorquage à hélice	•	Comp. J.C. (10.05)	2	41 - 71 16 - 28 PS. n. 10.05	46 18	80		L. Andriessens Liège 1884	Av.10.05	•	1 C	2.85 9-4	2.74 9-0	2	3.00 32	65 731	8 114	H. J. Koopman Dordrecht 1905	Av.10.05 v.c.10.05				
26	Maurel frères	✦	Comp. (5.06)	2	27 - 48 105 - 19 PS.5.06	34 13	30 120 160		de la Brosse & Fouché Nantes 1902	Dak.5.06	✦	1 C	2.10 6-11	2.41 7-11	1	1.59 17	35 376	7 100	de la Brosse & Fouché Nantes 1902	Dak.5.06 v.c.5.06				
27	The Caucasian Steamship Co (Lane & Macandrew)	✦	Tr. Exp. (7.03)	3	62 - 102 - 168 24.5-40-66 PS.12.04	114 45	320 1900 66		Geo. Clark Ltd Sunderland 1899	N-C. 04	✦	2 C	4.88 16-0	3.35 11-0	8 162	15 5257	489 180 7-100	12.6 180	Geo. Clark Ltd Sunderland 1899	N-C. 04 v.c.03 P.C.04				
28	Cie Universelle du Canal Maritime de Suez	✦	2 Comp. (11.06)	4	44 - 97 17.5 - 38	61 24	125 750 100		Lobnitz & Co Ltd Renfrew 1906	Glsg. 11.06	✦	2 C	3.35 11-0	2.74 9-0	4 80	7.43 2010	187 114	8	Lobnitz & Co Ltd Renfrew 1906	Glsg. 11.06				
29	Rederi Aktiebolaget « Teutonia » (E. Roberg)	✦	Tr. Exp. (11.04)	3	33 - 57 - 93 13-22.5-36.5	57 22.5	325 112		Lindholmens Mek. Verkstad Göteborg 1904	Got. 04	✦	1 C	3.15 10-4	2.95 9-8	2 31	2.88 950	85 185	13	Lindholmens Mek. Verkstad Göteborg 1904	Got. 04				
30	Stoomvaart Maatschappij « Triton » (W. Ruijs & Zonen)	✦	Tr. Exp. (2.06)	3	57 - 93 - 152 22.5 - 36.5 - 60 PS.2.00	99 39	160 800 60		Blair & Co Ltd Stockton-on-Tees 1901	Rd. 2.06	✦	2 C	4.19 13-9	3.05 10-0	6 91	8.45 3300	306 160	11.2	Blair & Co Ltd Stockton-on-Tees 1901	Rd. 9.07 P.C.9.07 v.c.2.06				
31	A. Johnson	•	Comp. (6.05)	2	20 - 33 8 - 13	20 8	9 35 220		Ljungrens Werkstad Christianstad 1887	Stkh. 6.05	•	1 C	1.30 4-3	1.77 5-10	1 5	1.48 142	13 120	8.4	Bergsunds Werkstad Stockholm 1903	Stkh. 6.05 v.c.6.05				
32	Dampfschiffahrts-Gesellschaft « Neptun »	✦	Comp. (7.03)	2	45 - 88 17.7 - 32.6 PS.n.02; v.2.07	56 22	200 110		Maschinenfabrik Buckau Magdeburg 1891	Rd. 2.07	✦	1 C	3.02 9-11	2.96 9-8	2 90	8.83 105 7.4-105	7.4	Wilton's Engineering Co Rotterdam 1907	Rd. 2.07 P.C.2.07 v.c.2.07					
33	Koninklijke Nederlandse Stoomboot Mij	✦	Tr. Exp. (9.03)	3	38 - 63 - 102 15-25-40	91 36	600 80		Mij voor Scheepsbouw Rotterdam 1903	.....	✦	1 C	4.27 14-0	3.12 10-3	3 58	5.39 1960	152 160 5.0-80	11.2 160	Mij voor Scheepsbouw Rotterdam 1903	Rd. 03				
34	Markel M. Makarow	•	Tr. Exp. (7.02)	3	28 - 41 - 66 11-16 - 26 PS. n. 9.04	46 18	190 120		Motala Mekanska Verkstad Motala 1885	Hlsf. 04	•	1 WT	2.75 9-0	4.54 14-11	2 23	2.16 861	80 165	11.45	Dampkessel-Fabrik vorm. Arthur Rodberg A.-G. Darmstadt 1900	Hlsf. 04 v.c.02				
35	Indiana Transit Co	✦	Triplo (6.06)	4	76-122-142-142 30 - 48 - 56 - 56	102 40	5000 140		Toledo Shipb. Co Toledo 1906	Civ.6.06	✦	7 C	3.50 11-6	3.50 11-0	14 294	27.34 12796	1190 200	14	Lake Erie Boiler Works Buffalo 1906	Civ.6.06				
36	Worms & Co	✦	Tr. Exp. (6.06)	3	51 - 86 - 137 20 - 34 - 56 PS. 6.05	107 42	198 1440		D. Rowan & Son Glasgow 1893	Hlv. 6.06	✦	2 C	4.42 14-6	3.05 10-0	6 111	10.32 3038	283 160 6.3-90	11.2	D. Rowan & Co Glasgow 1893	Hlv. 6.06 P.C. 6.06 v.c.6.06				



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS			LENGTH	BREADTH	DEPTH	FREE BOARD	PORT	LAST			
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.				U.	PORT OF BUILDING	WATERTIGHT COMPARTMENTS							ERECTIONS ON DECK	WATERBALLAST, DECKS	REPAIRS
	DATE OF TERM																						
	1	2	3																				
	37	THERESIA (ex-Maud), Mi-rochenitchenko. (4.04)			II	3/3,P	1.1.	Glt 1 P-B	888 604	Rss	69 V.04	C. Mitchell Newcastle o/T.	F; <i>hél</i> ; 4 comp; D. 8m50; R. 12m10; G. 8m85; 1 p. F; rp-car. 4.04.	70.75 232-2	8.85 29-0	4.96 16-3	.....	Odessa	Ods. 04				
	38	THESSALIA (ex'Prencipe-Carignano), Levantis. (12.04)			II	3/3,M	1.1.	2 m 2 P	802 357	Grc	64 V.04	Palmer Bros & Co Newcastle o/T.	F; <i>hél</i> ; 5 comp; R. .R. 20m70; R. 16m50; G. 8m; 2 p. P.	76.81 252-0	8.57 28-1	5.25 17-3	.....	Le Pirée	Pir. 04				
+	39	THETIS, Mörck. (4.06) 99-01			II	3/3,G	1.1	Glt 1 P-B	1021 759 957	Sds	84 V.06	O. A. Brodin Gefle	A-F; <i>hél</i> ; 5 comp; <i>well</i> . $\frac{1}{2}$ D. 17m66; R. 16m30; G. 7m42; (WB. cale A. 135 t; R. 19 t; C. A. 42 t; C. R. 18 t.); p. P; grp. 00; rp. 06; car. 10.06.	65.4 214-7	9.3 30-6	5.06 16-7	$\frac{22\frac{1}{2}}{25}$ $\frac{28\frac{1}{2}}{28\frac{1}{2}}$	Gefle	Gfl. 10.06				
+	40	THISBÉ, Pierre. (7.07) 84-03			I	3/3,G	1.1.	2 m	1037 430 701	Frç	03	The Dundee Ship-builders Co Ltd Dundee	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 23m; R. 15m10; G. 5m70; (WB. cell. 272 t; C. A. 63 t; C. R. 50 t.); rp-car. 7.07.	66.00 216-7	10.05 33-0	4.10 13-6	$\frac{15}{17}$ $\frac{20\frac{1}{2}}{20\frac{1}{2}}$	Caen	N-C. 7.07				
+	41	THOMAS-ADAMS, .... ELECTR. Barge. (7.02)			I	—	—	2 m 1 P-B	3784 3187	Amr	02	Craig Shipbuilding Co Toledo	A; <i>hél</i> ; 4 comp.	109.73 360-0	15.24 50-0	8.54 28-0	.....	Hamtramock	Clv. 02				
+	42	THOR, Thorsen. (5.05)			I	3/3,P		Glt 2 P-II	275 125 158	Dan	86 V.05	Burmeister & Wain Copenhagen	A; <i>hél</i> ; 6 comp; <i>awning</i> ; rp. 06; car. 4.07.	40.8 134-0	6.4 21-0	3.06 10-0	.....	Ronne	Cph. 4.07				
+	43	THOR-II, Jørgensen. (6.07)			I	3/3,P	1.1.	2 m	269 121 208	Dan	07	Marstal Staalskibs-byggeri Marstal	A; <i>hél</i> ; 4 comp; D. 19m56.	38.41 126-0	7.06 23-2	3.12 10-3	.....	Svendborg	Sdvb. 6.07				
	44	THORA (ex-Johanne), Hansen. (10.03)			II	—	1.1.	Alg	99 57 94	Dan	00 V.03	Kjöbenhavns Skibs-varft Copenhagen	A; <i>hél</i> ; 4 comp; (WB. C. A. 10 t.); 1 p. A; rp-car. 8.06.	23.17 76-0	5.70 19-0	2.90 9-6	.....	Copenhagen	Cph. 8.06				
+	45	THORSENG, Hansen. (5.07) ELECTR.			I	3/3,P	—	— 2 P-A	76 42 10	Dan	07	Werf Hubertina Haarlem	A; <i>hél</i> ; 5 comp; <i>awning</i> deck; 2 p. bois.	20.92 68-8	5.60 18-4	1.90 6-3	.....	Svendborg	Am. 5.07				
+	46	THORVALDSEN, Nielsen. (1.06) 04-05			II	3/3,G	1.1.	G 3m 2 P-B-S	1217 746 815	Dan	72 V.06	Burmeister & Wain Copenhagen	F; <i>hél</i> ; 5 comp; <i>spard</i> ; (WB. 250 t; C. R. 8 t.); grp. 02; rp. 06; car. 7.07.	67.0 220-0	9.1 30-0	4.87 22-0 16-0	.....	Korsør	Kngh. 11.07				
	47	THRYM, Christiansen. (8.05)			II	3/3,I	1.1.	1 m	97 36 93	Dan	01 V.05	Kjöbenhavns Skibs-varft Copenhagen	A; <i>hél</i> ; 5 comp; (WB. C. A. 13 $\frac{1}{2}$ t.); 1 p. A; rp-car. 8.05.	25.87 84-11	5.84 19-2	2.48 8-1	.....	Copenhagen	Cph. 8.05				
	48																						

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

[illegible]

## TUN

1	NAVIRES & CAPITAINES			CLASSIFICATION	GRÈVEMENT	NOMBRE DE POSTES	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATERIAUX PROPULSEUR	LONGUEUR	LARGEUR	CREUX	PORT	LIEU		
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL						T.	R.											
	DATE DU TERME																	U.	PORT DE CONSTRUCTION
2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
	49	THURSBY, Hudson. (11.00)		—	—	2 m	496 267 441	Aug	76	Harland & Wolff Belfast	A; hél; 4 comp; 1 p. F; rp-car. 1.03.	57.05 187-2	7.20 23-7	4.05 13-4	.....	Liverpool	Lvp. 0		
✦	50	THYRA, Larsen. (4.93) Railway Ferry.		—	—	—	416 188 386	Dan	93	Burmeister & Wain Copenhague	A; aub; 5 comp; p. P.	53.65 176-0	7.97 26-0	3.58 11-9	.....	Elsinore	Cph. 93		
✦	51	TIBER, Bech. (3.99) ELECTR.		—	—	Glt 1 P-B	1286 824 909	Dan	99	Helsingørs Jern- skibs&Maskinbyg- geri Elseneur	A; hél; 5 comp; ½ D. 25m; part awn- ingd. (WB. cell. 244 t; C. A. 44 t; C. R. 13 t.); 1 p. A; rp-car. 6.07.	69.90 229-4	10.33 33-11	4.35 14-4	.....	Copenhagen	Av. 6.07		
✦	52	TIBET, Merlin. (10.07)		3/3, L	1.1.	B-G 3 P-S	1683 2545	Frç	84	Forges & Chantiers La Seyne	A-F; hél; 7 comp; spard; R. 28m; R. R. 14m37; G. 13m50; 1 p. A; 1 p. S; 1 p. PP; grp.00; rp.07; car.10.07.	97.7 320-7	12.2 40-0	5.81 26-5	.....	Marseille	Mrs. 18.07		
	53	TIENTSIN (ex-Branksome- Hall, Carter. (9.06) ELECTR.		3/3, L	1.1.	2 m 2 P-B	3950 7555	Ang	88	Palmer's Shipbuild- ing Co Ltd Yarrow-o/T.	A; hél; 6 comp; D. 13m10; R. 39m62; G. 14m32; rp.06.	115.82 380-0	13.81 45-4	8.35 27-5	.....	Bombay	Bmb. 9.13		
✦	54	TIFLIS, Haiger. (7.06) Oil in bulk. 96-07 ELECTR.		3/3, L	1.1.	Glt 2 P-S	2816 1845 2498	Belg	00	Sir W. G. Armstrong Withworth & Co (Ld) Low-Walker o/T.	A-F; hél; 19 comp; spard; D. 23m78; R. 7m32; G. 11m89; (WB. cell. 119 t; C. A. 147 t.; R. 14 t.); 2 p. F; rp-car. 2.07.	92.76 304-4	12.19 40-0	7.72 25-4	62 65 ½	Anvers	N-C.2.07		
✦	55	TIGRE, Dolgoroff. (5.06)		3/3, L	1.1	2 m 2 P-B	3026 2027	Rss	01	Usines Newsky St-Petersbourg	A; hél; 8 comp; spard; D. 12m26; R. 5m50, 29m25 & 5m50; G. 14m00; (WB. 360 t.); 1 p. A.	100.17 328-0	13.10 43-0	6.95 22-9	49 53 55	Odessa	Ptb. 2.06		
	56	TIMBO, Costen. (11.07)		3/3, G	1.1.	Glt	295 96 254	Ang	83	G. K. Smith & Co Newcastle o/T.	F; hél; 5 comp; R. 9m44; ½ G. 6m71; p.P; grp.90; rp-car.11.07.	44.34 145-5	6.20 20-4	3.35 11-0	19 ½ 20 ½	Liverpool	Lvp. 11.07		
✦	57	TIMOR, Bakker. (2.04)		3/3, L	1.1.	Glt 3 P-S	3608 2827 3430	P-B	00	Nederlandsche Scheepshouw Mij Amsterdam	A; hél; 7 comp; R. R. 13m72; R. 23m50; G. 10m52; (WB. cell. 597 t.); 1 p. A; rp-car. 11.07.	103.50 339-6	13.60 44-8	9.70 28-6	86 ½ 91	Amsterdam	Am. 11.07		
✦	58	TINKISSO,..... (8.04)		3/3, I	1.1.	Chl	5 2125	Frç	04	Claparède frères Argenteuil	A; hél; non pontée.	10.00 32-10	2.20 7-3	0.85 2-10	.....	Paris	Paris 04		
✦	59	TINOS (ex-Argentina), ..... (4.93)		—	—	B-G 2 P-B	1349 2035	Alm	73	C. Mitchell & Co Newcastle o/T.	F; hél; 6 comp; R. 5m64; G. 11m60; R. R. 8m84; 1 p. PP; 1 p. P; rp.91; car. 9.94.	91.29 299-6	11.04 36-3	8.26 27-1	.....	Hamburg	Hbg 94		
	60	TINTORÉ (ex-Roquelle), Mugarza. (9.94)		—	—	Glt 2 P-S	1283 796 1261	Esp	69	Randolph Elder & Co Glasgow	F; hél; 5 comp; spard; 1 p. PP; 1 p. P. rp. 88; car. 2.94.	79.6 261-0	9.2 30-2	7.01 4.57 23-0 15-0	.....	Barcelone	Lvp. 98		



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons en centimètres en pouces	Force nominale en chevaux vapeur	Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION en atmosphères	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION			
						DIAMÈTRES	EN CENTIMÈTRES EN POUCES								Diamèt. Long.	EN MÈTRES EN PIEDS ET POUCES	NOMBRE	sur le degré en mètre carré, en pieds carré.				sur le chauffe en mètres carrés en pieds carrés		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
49	J. S. Sellers	.	Comp. (11.00)	2	53 - 104 23 - 41 PS. n. 1.03	71 28 350 70	Rowan & Son Belfast 1876	.....	.	1 C	4.10 13-6	2.85 9-5	3	—	—	—	4.92 70	Harland & Wolff Belfast 1888	Lvp. 0 v.c.00					
50	Indenrigsministeriet « De Danske Statsbaner »	✦	Comp. diag. (4.93)	2	81 - 152 32 - 60	114 45 600 42	Burmeister & Wain Copenhagen 1893	.....	✦	2 C	2.97 9-9	3.29 10-8	4	6.31 68	193 2078	5.62 80	Burmeister & Wain Copenhagen 1893	Cph. 93						
51	Det Forenede Dampskibsselskab	✦	Tr. Exp. (2.99)	3	30 - 80 - 135 19.6 - 31.5 - 53	91 36 800 75	Helsingörs Maskinbyggeri Elseneur 1899	.....	✦	2 C	4.11 13-6	3.05 10-0	6	7.06 76	287 3087	12.65 180 6.3-90	Helsingörs Maskinbyggeri Elseneur 1899	Cph. 99						
52	Cie Marseillaise de Navigation à Vapeur (Fraissinet & Co)	✦	Comp. 10.07	2	102 - 187 40 - 73 7 PS. 3.06	108 42.5 450 1800	Forges & Chantiers Marseille 1884	Mse. 10.07	✦	4 C	3.85 12-8	3.17 10-5	12	22.08 238	618 6515	5 72	Chantiers de Provence Marseille 1900	Mse. 10.07 P.C. 7.07 v.c.0.07						
53	Shah Steam Navigation Co Ltd	.	Triple (9.06)	3	74 - 119 - 193 29-47-76 PS. 9.06	130 51 1700 66	Palmer's Shipbuilding Co Ltd Yarrow o/T. 1888	omb. 9.06	.	2 C	4.27 14 0	5.11 16-9	12	21 20 228	632 6810	10.5 150 10.5-1.0	Palmer's Shipbuilding Co Ltd Yarrow o/T. 1888	omb. 9.06 P.C. 9.06 v.c. 9.06						
54	Société anon. d'Armement, d'Industrie et de Commerce	✦	Tr. Exp. (7.06)	3	61 - 99 - 163 24 - 39 - 64 PS. n. 0.3; v. 1.06	107 42 1400 66	Wallisend Slipway & Eng. Co Ltd Newcastle o/T. 1900	N-C. 1.06	✦	2 C	4.80 15-9	3.12 10-3	6	11.61 125	433 4664	11.2 160 7-100	Wallisend Slipway & Eng. Co Ltd Newcastle o/T. 1900	N-C. 2.07 P.C. 2.07 v.c. 1.07						
55	Cie Russe de Navigation et de Commerce	✦	Triple (5.06)	3	60 - 90 - 143 23 5-35.5-56-7	102 40 2000 100	Usines Newsky St-Petersbourg 1906	Ptb. 5.06	✦	2 C	4.38 14-3	3.40 11 2	6	10.66 114	421 4527	12.6 180 6.3-90	Usines Newsky St-Petersbourg 1906	Ptb. 5.06						
56	The Ribble Shipping Co	.	Comp. (11.07)	2	46 - 91.4 18 - 36 PS. 11.07	46 18 270	Paulin & Sons Newcastle 1884	Lvp. 11.07	.	1 C	3.35 11-0	2.74 9-0	2	3.07 33	84 905	7 160	Stevenson & Co Preston 1900	Lvp. 11.07 v.c. 11.07						
57	Stoomvaart Maatschappij Nederland	✦	Tr. Exp. (2.04)	3	58 - 94 - 158 23 - 37 - 62 PS. 5.06	107 42 350 1500 66	Nederlandsche Fabriek Amsterdam 1900	Am. 5.06	✦	2 C	4.27 14-0	3.35 11 0	6	9.30 100	410 4432	12.6 180 12 6-180	Nederlandsche Fabriek Amsterdam 1900	Am. 5.06 v. c. 0.4 P.C. 5.06						
58	Société des Dragages aurifères du Tinkisso	✦	Ord. (8.04)	1	15 6	14 5.5 18 350	Claparède frères Argenteuil 1904	Paris 04	✦	1 C	0.68 2-3	1.32 4-4	1	0.72 8	9.00 97	9.5 135	Claparède frères Argenteuil 1904	Paris 04						
59	Deutsche Levante Linie	.	Comp. (4.93)	2	101 - 183 40 - 72	107 42 250 1000	Thompson Boyd & Co Newcastle 1873	.....	.	2 C	4.41 14-6	3.22 10-7	6	10.22 110	5.27 75	Reiherstieg Schiffswerfte Hamburg 1884	Hbg 94 v.c. 93							
60	P. M. Tintoré & Co	.	Comp. (9.94)	2	97 - 172 38 - 68	84 33 200 800 75	Randolph & Elder Glasgow 1869	.....	.	2 CD	3.05 10-0	3.66 12-0	8	9.29 100	4.22 60	.....	Lvp. 96 v.c. 94							



## TOR

SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN METERS IN FEET & INCHES	BREADTH IN METERS IN FEET & INCHES	DEPTH IN METERS IN FEET & INCHES	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM																	
	1	2	3				4	5										
✠	61	TIOGA ( <i>ex-Christine</i> ), ELECTR. <i>Macdonald</i> . Petrol. in bulk. (9.05)	Ⓘ P.R. A.&C.P.	3/3, L	1.1.	G3m 2 P-T	2197 1378 2091	Ang	90 V.06	Burmeister & Wain Copenhagen	A; <i>hél</i> : 11 comp; (WT. calc. N. 139 t.; WB. E. & B. 119 t.; C. N. 61 t.; C. R. 46 t.); grp. 01; rp. 06; car. 8.07.	85.60 283-9	11.36 37.4	7.82 25-8	63½ 67 69	London	Lvp. 8.07	
✠	62	TITAN, <i>van Dijk Blok</i> . (8.07)	Ⓘ A.&C.P.	3/3, L	1.1.	Glt 2 P	924 564 759	P-B	91 III 03 V.07	Jas. Laing Sunderland	A-F; <i>hél</i> : 5 comp; <i>waikd</i> : ½ D. 21m03; R. 14m02; G. 8m23; (WB. <i>cell</i> . 175 t.); 1 p. A; 1 p. P; rp. 07; car. 8.07.	64.62 212-0	9.37 30-9	4.32 14-2	.....	Amsterdam	Am. 8.07	
✠	63	TITANIA, <i>Morin</i> . (4.03) ELECTR.	Ⓘ P.R.	—	—	Glt 2 P-H	563 482	Sds	97 V.03	Oskarshamn Mek. Werkstad Oskarshamn	A; <i>hél</i> : 7 comp; <i>awningd</i> ; R. R. 4m27; R. 7m01; (WB. <i>cell</i> . 180 t.); 2 p. P; rp. 03; car. 7.05.	54.88 180-0	8.54 28-0	3.35 11-0	.....	Stockholm	Got. 7.05	
✠	64	TITUS-EDRIGEVITCH,.... Drague. (7.98)	Ⓘ	—	—	2 m	723	Rss	98	J. & K. Smit Kinderdijk	A; 2 <i>hél</i> ; 14 comp; (WB. C. N. 50 t.); 1 p. A.	56.00 17-7	10.00 32-10	4.30 14-1	.....	Archangel	Rd. 98	
✠	65	TJEPMA, <i>Don</i> . (10.01) Trawler.	Ⓘ	—	—	2 m	195 88	P-B	01	Bonn & Mees Rotterdam	A; <i>hél</i> : 4 comp; (WB. 12 t.); p. PP; rp-car. 10.03.	39.00 128-0	6.55 21-6	3.63 11-11	.....	Maassluis	Rd. 03	
✠	66	TOLEDO, <i>Houghton</i> . ELECTR. <i>Petrol</i> . in bulk. (12.06)	Ⓘ	3/3, L	1.1	2 m 2 P-B	2277 1868	Amr	02 V.06	Craig Shipbuilding Co Toledo	A; <i>hél</i> : 14 comp; rp-car. 12.06.	76.33 250-5	12.80 42-0	7.75 25-5	.....	Philadelphia	N.Y. 1.07	
✠	67	TOMBO, <i>Schade</i> . (2.98) Porteur.	Ⓘ	—	—	1 m	352	Brs	98	A. F. Smulders Slikkeveer	A; <i>hél</i> : 7 comp; p. A.	41.90 137-6	7.00 23-0	3.60 11-10	.....	Santos	Rd. 98	
✠	68	TONAWANDA ( <i>ex-Lucigen</i> ), <i>Clarke</i> . (8.01) Petrol. in bulk or other cargoes.	Ⓘ A.&C.P.	3/3, L	1.1.	G3m 2 P-T	3416 2183 3053	Ang	93 V.04	Sir W. G. Armstrong, Mitchell & Co Low-Walker o/T.	A-F; <i>hél</i> : 19 comp; D. 24m09; R. 6m71; G. 11m88; R. N. 5m49 (WB. C. R. 27 t.; B. 94 t.; <i>cable</i> N. 248 t.; C. N. 79 t.); 2 p. A; rp-car. 12.06.	100.58 330-0	12.98 42-7	8.64 28-4	71 75 ½ 77 ½	London	H-K. 12.06	
✠	69	TONI, <i>Müller</i> . (7.05) Trawler.	Ⓘ P.R. A.&C.P.	3/3, G	1.1	Glt	130 122	Alm	92 III 05	J. C. Tecklenborg Geestemünde	F; <i>hél</i> : 4 comp; R. R. 9m14; 1 p. b. rp-car. 9.07.	31.20 102-4	6.30 20-8	3.14 10-4	.....	Geestemünde	Wes. 9.07	
✠	70	TOPAZE, <i>Delarue</i> . (6.05) 94-97	Ⓘ	3/3, P	1.1.	Glt	636 389	Blg	97 V.05	Société J. Cockerill Hoboken	A; 2 <i>hél</i> ; 5 comp; ½ D. 19m52; R. 2m50; G. 9m15; p. A; rp. 05; car. 6.07.	65.00 213-3	8.50 27-11	4.40 14-5	37 ½ 39 41	Anvers	Av. 6.07	
✠	71	TOPAZE, <i>Angelique</i> . (4.04)	Ⓘ	3/3, P	1.1.	2 m	104 31 95	Fre	92 V.04	A. Dubigeon Nantes	A; <i>hél</i> : 5 comp; grp-car. 2.04.	38.19 125-4	5.04 16-7	2.62 8-8	.....	Fort-de-Fran- ce	Mtn. 04	
•	72	TOR, <i>Friis</i> . (9.01) 97-05	Ⓘ	3/3, P	1.1.	1 m	212 143 174	Sds	01	Thorskogs Mek. Verkstad Thorskog	A; <i>hél</i> : 3 comp; 1 p. A; rp. 07; car. 1.07.	32.00 105-0	6.86 22-6	3.12 10-3	.....	Stockholm	Cph. 1.07	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS								LAST SURVEY OF BOILERS
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL		Furnaces			MAKERS — PORT AND DATE of CONSTRUCTION								
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches			Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler, Donkey Boiler.										
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
61	Anglo-American Oil Co Ld (James McDonald)	✠	Tr. Exp. (7.06)	3	56-89-145 22-35-57 PS.n.06; 8 07	99 39	225 1200	Burmeister & Wain Copenhagen 1890	Lvp.8.07	✠	2 C	4.22 13-8	3.39 10-10	6 105	9.75 3770	11.2 160 6.3-90	Helsingörs Maskin- byggeri Elseneur 1899	Lvp.8.07 P.C.8.07 v.c.7.06				
62	Koninklijke Neder- landsche Stoomboot Maatschappij	✠	Tr. Exp. (8.07)	3	40.5-63.5-107 16-25-42 PS. 8.07	68.5 27	110 480	Geo Clark Sunderland 1891	Am. 8.07	✠	1 C	4.11 13-6	3.05 10-0	4 49	4.55 1711	11.25 160 6.3-90	Geo Clark Sunderland 1891	Am.8.07 P.C.8.07 v.c.8.07				
63	ÅngfartygsAktiebolaget « Södra-Sverige » (J. Setterwall)	✠	Tr. Exp. (4.03)	3	37-59-100 14.6-23.3-39.3 PS. 7.05	70 27.6	140 550 117	Göteborgs Mek. Werkstad Göteborg 1897	Got.7.05	✠	2 C	2.80 9-2	2.90 9-6	4 59	5.30 1810	11.2 160	Oskarshamn Mek. Werkstad Oskarshamn 1897	Got.7.05 v. c.03				
64	Gouvernement Impérial de Russie	✠	2 Comp. (7.98)	4	35.5-76 14-30	56 22	125 600 150	J. Stewart & Son Ld London 1898	.....	✠	2 C	3.35 11-0	3.25 10-8	4 33	3.08 1183	8.4 120	John Stewart & Son Ld London 1898	Rd. 98				
65	Mu Stoomschip Tjepma	✠	Tr. Exp. (10.01)	3	37-51-81 12-20-32	58 23	325 112	Machine Fabriek Rotterdam 1901	.....	✠	1 C	3.30 10-10	2.85 9-4	2 32	3.02 968	12.4 172	Machine Fabriek Rotterdam 1901	Rd. 01				
66	Sun Oil Co	✠	Tr. Exp. (12.06)	3	55-86-147 21-34-58 PS.n.12.03	102 40	1200 95	Craig Shipbuilding Co Toledo 1902	N-Y.1.07	✠	2 C	4.27 14-0	3.66 12-0	6 126	11.72 5430	11.9 170	Lake Erie Boiler Works Buffalo 1902	N-Y.1.07 v.c.1.07				
67	Compañia Docas	✠	Comp. (2.98)	2	38-67 14-26.4	40 15.8	50 200 155	A. F. Smulders Rotterdam 1898	.....	✠	2 C	2.20 7-3	2.65 8-8	2 31.5	3.00 1011	7 100	A. F. Smulders Grâce-Berleur 1898	Rd. 98				
68	Anglo-American Oil Co Ld (James McDonald)	✠	Tr. Exp. (8.04)	3	61-102-162 24-40-64 PS. 8.04	122 48	350 1700 70	Wallsend Slipway & Engg Co Ld Newcastle o/T. 1893	H-K. 12.06	✠	2 C	4.87 16 0	3.35 11-0	6 145	13.50 5228	11.2 160 8.4-120	Wallsend Slipway & Engg Co Ld Newcastle o/T. 1904	H-K. 12.06 v.c. 04				
69	C. Kämpf	✠	Comp. (7.05)	2	45-83 17.7-32.7 PS.n.05; v.9.07	56 22	65 260 100	J. C. Tecklenborg Geestmünde 1892	Wes. 7.05	✠	1 C	3.15 10-4	2.79 9-2	2 31	2.85 1075	190 114	J. C. Tecklenborg Geestmünde 1892	Wes. 7.05 v.c. 7.05				
70	Sté Anon. John Cockerill	✠	2 Tr. Exp. (6.05)	2	42-62.5-95 16.6-24.6-37.3 PS. 6.07 PS. B. n. 6.06	65 25.6	388 1550 166	Société John Cocke- rill Seraing 1897	Av. 6.07	✠	3 C	3.50 11 6	2.96 9 9	6 95	8.80 3570	11.5 165	Société John Cocke- rill Seraing 1897	Av. 6.05 v.c. 6.05				
71	Sté des Bateaux à vapeur de la Martinique	✠	Tr. Exp. (4.04)	2	29-45-70 11.4-17.7-27.6 PS. 4.04	54 21.3	75 300 170	Ch. Faivre et fils Nantes 1892	Mtn. 04	✠	2 C	1.56 5-1	2.10 6-11	2 37	3.46 1141	8.5 121	A. Dubigeon Nantes 1892	Mtn. 04 v.c.04				
72	W. L. Beijer	•	Comp. (10.04)	6	25-46 11-18 PS. 1.07	41 16	120 150	Thorskogs Mek. Verkstad Thorskog 1904	Cph.1.07	•	1 C	2.29 7-6	2.06 6-9	2 19	1.78 450	41.80 130	Thorskogs Mek. Verkstad Thorskog 1904	Got. 04				

## TRE

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION	GREEMENT — NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGUEUR	CREUX	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					T.	R.				COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT							
	DATE DU TERME					U.	WATERBALLAST, PONTS											
						RÉPARATIONS												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
	73	TORO ( <i>ex-Bosnia</i> ), (6.00)	■	—	—	Glt	349 258	Chl	78 V.06	Rostocker Act.-Ges. für Schiff- & Maschi- nenbau Rostock	F; <i>hél</i> ; 5 comp; <i>welld</i> ; $\frac{1}{2}$ D. 12m20; R. R. 3m91; R. 7m30; G. 5m08; (WT. M.100 t.); 1 p. F; grp.98; car.9.04.	47.2 155-0	6.5 21-6	3.28 10-9	.....	Valparaiso	B-A. 04	
	74	TORO ( <i>ex-Maria, Spano.</i> 94-02 (7.06)	■	3/3, G	1.1.	Glt 1 P-B	526 308	Itl	76 V.06	Blair & Co Stockton o, Tees	F; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 9m78; R. 12m40; G. 8m00; (WB. C. N. 68 t.; C. R. 83 t.); grp.01; rp.06; car.10.07.	56.15 184-3	8.55 28 0	4.40 14-5	.....	Catane	Ms. 10.07	
✠	75	TOSCA, <i>Wettre.</i> (6.06) ELECTR. Drague.	■	3/3, R	1.1.	—	331 211 328	Arg	06	A. F. Smulders Schiedam	A; <i>hél</i> ; 9 comp; 1 p. A.	41.50 136-2	7.80 25-7	3.30 10-10	.....	Babia-Blanca	Rd. 6.06	
	76	TOSCANA ( <i>ex-Dorothea,</i> Rossi. (7.06)	■	3/3, G	1.1.	2 m 2 P-S	1517 967	Itl	71 V.06	Mitchell & Co Newcastle o/T.	F; <i>hél</i> ; 4 comp; <i>spard</i> ; (WB); rp-car. 7.06.	74.50 244-5	9.78 32-1	7.27 23-10	.....	Livourne	Gn. 7.06	
✠	77	TOSMAR, ..... (10.99) ELECTR. Porteur.	■	—	—	1 m	330	Rss	99	A. F. Smulders Rotterdam	A; <i>hél</i> ; 10 comp; p. PP.	42.00 137-10	8.50 27-11	3.50 11-6	.....	Libau	Rd. 99	
✠	78	TOTO, <i>Lisborg.</i> (9.06) 02-02	■	3/3, P	1.1.	1 m	163 83 136	Dan	02 V.06	Kjöbenhavns Skibs- værft Copenhagen	A; <i>hél</i> ; 6 comp; R. 6m28; G. 6m50; (WB. C. R. 6 t; C. N. 20 t.); car.6.07	29.35 96 4	6.87 22-6	2.48 8-2	.....	Copenhague	Cph.6.07	
	79	TOUAREG ( <i>ex-Tungue</i> ), Delprat. (4.06)	■	3/3, L	1.1.	Glt 2 P	1274 782 671	Frg	89 V.06	Scott & Co Greenock	A-F; <i>hél</i> ; 5 comp; D. 9m72; R. 27m30 & 7m06; G. 11m88; (WT. 50 t.; 1 p. F; 1 p. PP; grp.06; car.7.07.	72.40 237 7	9.75 32-0	5.40 17-9	.....	Marseille	Ms. 7.07	
✠	80	TOUQUET, <i>Libert.</i> (6.04) Chalutier.	■	3/3, P	1.1.	m	251 85	Frg	04	Bonn & Mees Rotterdam	A; <i>hél</i> ; 4 comp; (WB. 25 t.); p. PP.	41.26 135-5	6.63 21-9	3.81 12-6	.....	Boulogne s/Mer	Rd. 04	
	81	TOURQUENNOIS, <i>Steen- Chalutier. kiste.</i> (8.05)	■	3/3, P	1.1.	2 m	183 76 169	Blg	98 V.05	Cochrane & Cooper Beverley	F; <i>hél</i> ; 4 comp; D. 6m10; G. 5m80; (WB. 16 t.); p. PP; rp-car.6.06.	33.53 110-0	6.40 21-0	3.18 10-5	.....	Ostende	Av. 6.06	
✠	82	TRANEKJÆB, <i>Hansen.</i> ELECTR. (5.06)	■	3/3, P	1.1.	Glt	166 39 102	Dan	98 V.06	Howaldtswerke Kiel	A; <i>hél</i> ; 7 comp; (WB. R. 13 $\frac{1}{2}$ t.); rp- car.5.07.	34.54 113-4	6.10 20-0	3.00 9-10	.....	Svendborg	Svdb. 5.07	
	83	TRAPANI ( <i>ex-Oscar-Dick- son</i> ), <i>Bessarab.</i> (9.06)	■	3/3, P	1.1.	2 m	391 132 319	Rss	80 V.06	T. Brassey & Co Birkenhead	A; 2 <i>hél</i> , 6 comp; (WB. C. R. 11 t.; C. N. 12 t.); rp-car. 10.07.	47.58 156-1	7.65 25-1	3.06 13-0	.....	Odessa	Ods. 10.07	
✠	84	TREDEGAR-HALL, <i>Wil- Turret. liams.</i> (8.06) 77-06	■	3/3, L	1.1.	2 m	3764 2403 3167	Ang	06	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 7 comp; D. 6m66; G. 7m75; (WB. <i>coll.</i> 1097 t; C. R. 23 t.); 1 p. A; car.4.07.	104.27 342-1	14.20 46-7	7.58 24-10	150 154 $\frac{1}{2}$	Cardiff	Card 4.07	

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIAL	TYPE	DATE DU CERTIFICAT	MACHINES						CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIAL	CHAUDIÈRES						CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
					CYLINDRES		Force nominale en chevaux vapeur	Force réelle en chevaux vapeur	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	TYPE	ENVELOPPE			FOYERS NOMBRE sur grille en mètre carré en pieds carré	surf. de chauffe en mètres carrés en pieds carrés	PRESSION en atmosphères en livres par pouce carré	LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DES CHAUDIÈRES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons en centimètres en pouces						Diamètre Long.								EN MÈTRES EN PIEDS ET POUCES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY										
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.				PORT OF BUILDING		PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS																	
	DATE OF TERM								R.																							
	1	2	3	4	5	6			8	9			11		12		13	14	15	16	17	18										
.	85	TREHERBERT (ex-Penarth) Enos. (3.00)	I	—	—	Glt	1	1642	1032	Aug	83	Palmer's Co Newcastle-on-T.	F; h&l; 5 comp; welded; 1/2 D. 28m95; R. 18m29; G. 9m14; (WB. R. & A. 302 t.; C. A. 21 t.); car. 2.04.	78.72	11.02	5.25	—	Cardiff	Card. 5 05													
+	86	TRENTINIAN, . . . . (6.95)	III	—	—	—	2	90	40	Fre	95	A. Dubigeon Nantes	A; 2 h&l; 4 comp; shaded; R. R. 4m75; R. A. 3m60 & 1m; 2 p. T.	31.16	5.53	1.47	—	Saigon	Nt. 95													
.	87	TRIESTINO (ex-Narenta), Bortolomei. (10.07)	II	3/3, G	1.1.	2 m	1	1505	322	Aut	72	M. Pearse & Co Stockton	F; h&l; 5 comp; welded; 1/2 D. 46m25; R. 7m48; G. 9m55; (WB. 160 t.); rp- car. 10.07.	76.17	9.98	6.28	—	Trieste	Trst. 10.07													
+	88	TRIGNAC, Dolu. (2.04) 98-04	I	3/3, L	1.1.	2 m	1	2375	1447	Fre	04	Chantiers Nantais Nantes	A; h&l; 7 comp; D. 5m90; p. surélevé 26m81; R. 18m91; G. 8m50; (WB. cell. 485 t.); rp. 05; car. 8.07.	86.14	12.36	5.96	33	Nantes	Bx 9.07													
.	89	TRIK-I, Ellingsen. Canot aut. (4.07)	I	3/3, I	1.1.	—	—	20	13	Nrw	97	Berlin	A; 2 h&l; rp-car. 3.07.	14.75	2.33	1.55	—	Tvedestrand	Chrt. 4 07													
.	90	TRIO, Johanson. (7.03)	II	—	—	Glt	—	189	109	Sds	90	C. A. Lundahl Dösebacka	A; h&l; 3 comp; (WB. C. X. 9 t.); 1 p. A; G. E; rp. 04; car. 10.04.	32.61	6.91	3.70	—	Stockholm	Rstk. 04													
+	91	TRITON, Langhans. 91-98 (7.06)	I	3/3, A	1.1.	Glt	1	638	384	Alm	90	Möller & Holberg Stettin	A; h&l; 5 comp; D. 31m80; G. 6m90; (WB. E. & B. 62 t.; C. A. 5 t.; C. R. 21 t.); 1 p. A; car. 4.07.	54.39	7.85	4.24	—	Bremen	Hbg 4.07													
.	92	TRITON, Deben. (7.07) Trawler. 04-06	I	3/3, G	1.1.	Glt	—	167	39	Alm	94	B. Wencke Söhne Hamburg	A; h&l; 4 comp; R. 10m66; (WT. M. 11 t.); p. S; rp-car. 6.07.	33.02	6.25	3.66	—	Altona	Hbg 6.07													
+	93	TRITON, Parisi. (1.04) ELECTR. Drague.	II	3/3, R	1.1.	1 m	—	1124	1093	Egp	04	Chantiers de Pro- vence Port-de-Bouc	A; 2 h&l; 10 comp; R. N. 2m80; (WB. 144 t.).	60.41	12.07	4.31	—	Port-Saïd	Mrs. 04													
+	94	TROPIC, Francis. (5.97)	I	—	—	Glt	—	967	567	Rss	97	R. & W. Hawthorn, Leslie & Co Hebburn on T.	A; 2 h&l; 6 comp; D. 7m32; 1/2 D. 10m36; R. 11m58; G. 9m75; (WB. cell. 245 t.; C. A. 30 t.); 1 p. A.	68.57	9.75	3.76	—	Astrakhan	N-C. 97													
+	95	TROWBRIDGE, Prescott. Turret. (9.07)	I	3/3, I	1.1.	2 m	1	3712	2380	Aug	94	Wm Duxford & Sons Ld Sunderland	A; h&l; 7 comp; D. 6m43; G. 10m78; (WB. cell. 829 t.; C. R. 23 t.); grp- car. 9.07.	104.34	14 20	7.55	150	London	N-C. 9.07													
+	96	TSARITZYNE, . . . . (4.99) Sternwheel.	I	—	—	—	—	143	—	Rss	99	Société Cockerill Hoboken	A; roue arrière, 5 comp.	38.10	7.62	2.02	—	St-Peters- bourg	Av. 99													

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	DESCRIPTION	DATE OF CERTIFICATE	ENGINES				BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY OF BOILERS
					NUMBER	CYLINDERS		HORSE POWER nominal INDICATED REVOLUTIONS				SHELL	FURNACES	MAKERS — PORT AND DATE of CONSTRUCTION					
						DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches								Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER — square surface in square meters in sq. feet	heating surface in square meters in sq. feet	PRESSURE Main boiler, Donkey Boiler,	
19	20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
85	Troherbert SS. Co (Ld) (Morel Ld)	•	Comp. (3.00)	2	79 - 152 31 - 60 PS.n.2.04	99 39 63	99	Palmer's Co Newcastle o/T.1883	Card. 04	•	2 C	3.96 13-0	3.05 10-0	2	7.2 77	246 2637	5.6 80 5.6-80	Palmer's Co Newcastle o/T.1883	Card. 00 v.c.00
86	Cie des Messageries fluviales de Cochinchine	✠	2 Comp. (6.95)	4	23 - 40 9 - 16	28 11 320 310	80	Brissonneau fils & A. Lotz Nantes 1895	.....	✠	1 R WT	2.14 x 2.70 x 1.92 7 x 12-2 x 6-4	2	4.50 48	152 1634	12 171	Brissonneau fils & A. Lotz (Système Oriolle) Nantes 1895	Nt. 95	
87	Eug. Chierini & Co	•	Comp. (10.07)	2	79 - 155 31 - 61 PS.10.07	99 39 905 75	128	Blair & Co Middlesbro' 1872	Inst. 10.07	•	2 C	3.66 12-0	2.67 8-9	6	7.44 80	192 2060	4 57 3.8-55	Blair & Co Middlesbro' 1872	Inst. 10.07 p.c.10.07 v.c.10.07
88	Chargeurs de l'Ouest	✠	Tr. Exp. (2.04)	3	59 - 92 - 153 23-36-60.5 PS.8.07	100 39.5 1300 80	325	Schneider & Co Creusot 1904	Bx 9.07	✠	2 C	3.60 11 10	3.07 10 1	6	11.40 122	330 3548	11 157 11-157	Ateliers de St-Nazaire-Penhbet St-Nazaire 1904	Bx 9.07
89	Redaktor Kildahl	•	Moteur Gazoline (4.07)	2	25 10 PS.3.07	15 6 400		Fairbanks Co Lansing(Mich.)1907	Chrt. 4.07	•	.....	Gazoline Motor						.....	Chrt. 4.07
90	Rederi Aktiebolaget Wänevik (H. Macknow)	•	Comp. (7.03)	2	21 - 45 8 - 19 PS.6.03	28 11 80 180	20	Mekaniska Werkstad Jönköping 1899	.....	•	1 C	2.13 7-0	2.16 7-1	1	1.04 12	32.54 369	7 100	Wilhelmsbergs Mekaniska Werkstad Gothembourg 1899	Got. 03 v.c.03
91	Dampfschiffahrts-Gesellschaft « Neptun »	✠	Tr. Exp. (7.06)	3	33 - 55 - 90 13 - 21.6 - 35.5 PS.n.01;v.7.06	65 25.6 300 90	75	Möller & Holberg Stettin 1890	Hbg 7.06	✠	2 C	2.72 8-11	2.74 9-0	2	2.30 25	113 1216	11 136	Actien-Gesellschaft « Weser » Bremen 1896	Hbg 7.06 v.c.7.06
92	Rhederei Triton-Proteus (J. Cohrs)	•	Comp. (7.07)	2	40 - 60 15.9 - 23.6 PS.n.03;v.6.07	54 21.3 320 110		B. Wencke Söhne Hamburg 1894	Hbg 7.07	•	1 C	3.20 10-5	2.86 9-5	2	3.50 38	106 1140	8 114	B. Wencke Söhne Hamburg 1894	Hbg 7.07 v.c.7.07
93	Cie Universelle du Canal Maritime de Suez	✠	2 Tr. Exp. (1.04)	6	33-51-84 13-20-33	60 23.5 1000 150	250	Ateliers de Provence Marseille 1904	.....	✠	2 C	4.10 13-6	3.20 10-6	6	11 118	331 3539	12.5 177	Ateliers de Provence Marseille 1904	Mrs. 04
94	Eastern Carrying, Insurance, Storing & Warrant Co	✠	2 Tr. Exp. (5.97)	6	29 - 46 - 76 11.5 - 18 - 30	51 20 550 134	110	Ross & Duncan Glasgow 1897	.....	✠	2 C	3.05 10-0	3.14 10-4	4	6.31 68	173 1860	11.9 170	Ross & Duncan Glasgow 1897	N-C. 97
95	Temperley Steam Shipping Co Ld (J. Temperley & Co)	✠	Tr. Exp. (9.07)	3	66-107-173 26-42-68 PS.9.07	107 42 1350 63	313	Wm Doxford & Sons Ld Sunderland 1904	N-C.9.07	✠	2 C	4.80 15-9	3.35 11-0	6	9.60 103	456 4906	11-2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1904	N-C 9.07 p.c.9.07 v.c.9.07
96	Gouvernement Impérial de Russie	•	.....	.....	.....	.....	.....	.....	.....	•	.....							.....	.....

SURVEILLANCE SPÉCIALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR				LONGUEUR	LARGEUR	CREUX	FRANC ET BORD	PORT	LIEU et DATE de la DERNIÈRE VISITE	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME						NOMBRE DE PONTS	T.	R.		PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				EN MÈTRES			H.A.N. en pouces		D'ARMEMENT	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						
✠	97	TUCUMAN, ..... ELECTR. (11.95)	P.R.	—	—	Gl	3030 3824	Alm	95	Blom & Voss Hamburg	A; hél; 7 comp; D. 60m; G. 15m50; (WB. cell. 655 t.); 2 p. A.	44.26 575-0	11.02 46-0	9 14 30-1	.....	Hamburg	Hbg	97					
✠	98	TULLOCHMOOR, Turret. Guías. (1.05) 88-01	P	3/3, L	1.1.	Gl	3520 2251 2987	Ang	99 V.05	Wm Doxford & Sons Ld Sunderland	A; hél; 7 comp; G. 10m05; (WB. cell. 718 t; C. R. 35 t; car. 8.06.	103.63 340-0	13.86 45-6	7.52 24-8	145 1/2 150	London	Card.	8.06					
✠	99	TUNISIE, Sauvage. (5.07)	P	3/3, A	1.1.	2 m 2 P-B-S	3246 2768	Eng	97	Chantiers de France Dunkerque	A; hél; 6 comp; D. 7m93; R. 32m13; G. 10m50; (WB. cell. 666 t.); 2 p. A.	98.02 321-7	13.06 42-10	7.32 24-0	.....	Dunkerque	Dk.	5.07					
✠	100	TURBOT ex-Stella), Del- Chalutier. pierre. (2.98)	P	—	—	Gl	167 17 128	Eng	98	J.T. Eltringham & Co South-Shields	A; hél; 4 comp; rp-car. 11.98.	31.93 104-9	6.38 20-11	3.65 12-0	.....	Boulogne s/Mer	Dk.	99					
✠	101	TURENNE, Cantegrel. Chalutier. (6.07)	P	3/3, P	1.1.	Kt	317 129 286	Eng	97	Smith's Dock Co Ltd North-Shields	A; hél; 4 comp; (WB. 35 t.); 1 p. boss.	43.25 141-11	7.21 23-8	3.86 12-8	.....	Boulogne- s/Mer	N-C.	6.07					
✠	102	TURLIANI, Kriegel. (3.04)	P	3/3, P	1.1.	1 m	71	Rmn	04	Howaldtswerke Kiel	A; hél; 4 comp.	22.35 73-4	5.49 18-0	2.35 7 9	.....	Tulvea	Kiel	04					
✠	103	TURNU-SEVERIN, ELECTR. Jonescu. (6.06)	P	3/3, U	1.1.	Gl	2215 1416 2032	Rmn	98 V.00	Howaldtswerke Kiel	A; hél; 9 comp; D. 12m50; G. 7m50; (WB. cell. 574 t.) 1 1/2 p.A; rp. 06; car. 6.07.	86.56 284-0	12.19 40-0	7.53 24-8	54.0 57.0 61.0	Bratla	6.7.	11.07					
✠	104	TURRET-BELL, Marcus- Turret. sen. (9.02)	P	—	—	2 m 1 P-B	2211 1376 1977	Ang	94 V.02	W. Doxford & Sons Ld Sunderland	A; hél; 6 comp; G. 10m97; R. R. 8m54; (WB. cell. 679 t; C. R. 36 t.); 1 p. A; car. 9.02; rp. 03.	90.52 297 0	12.19 40 0	6.63 21-9	.....	London	Queb.	03					
✠	105	TURRET-CAPE, Stephens. Turret. (5.04)	P	3/3, L	1.1.	2 m 1 P-B	1827 1142 1594	Ang	95 V.04	W. Doxford & Sons Ld Sunderland	A; hél; 6 comp; 1/2 D. 33m52; R. V. 6m71; G. 7m93; (WB. cell. 453 t.; C. R. 101 t; C. R. 33 t.); grp. 03; rp-car. 5.04.	77.11 253-0	13.41 44-0	5.89 19-4	97 100 102	Newcastle o/T	Kst.	04					
✠	106	TURRET-CHIEF, McPhcc. Turret. (5.01)	P	3/3, L	1.1.	2 m 1 P-B	1881 1197 1618	Ang	96 V.04	W. Doxford & Sons Ld Sunderland	A; hél; 5 comp; G. 8m23; (WB. cell. 410 t; C. R. 54 t.); 1 p. A; grp. 03; car. 11.03.	77.11 253-0	13.41 44-0	5.95 19-7	112 115 117	Newcastle o/Tyne	Kst.	04					
✠	107	TURRET-COURT, Black. Turret. (5.04)	P	3/3, L	1.1.	2 m 1 P-B	1879 1197 1616	Ang	96 V.04	W. Doxford & Sons Ld Sunderland	A; hél; 5 comp; G. 8m23; (WB. cell. 110 t; C. R. 51 t.); 1 p.A; car. 5.04.	77.11 253-0	13.41 44-0	5.95 19-7	112 115 117	Newcastle- o/Tyne	Kst.	04					
✠	108	TURRET-CROWN, Hayton Turret. 97-99 (3.01)	P	—	—	2 m 1 P-B	1827 1142 1595	Ang	95 V.01	W. Doxford & Sons Ld Sunderland	A; hél; 6 comp; 1/2 D. 33m52; R. V. 6m97; G. 7m93; (WB. cell. 453 t.); C. R. 101 t; C. R. 33 t.); 1 p. A; rp-car. 9.02.	77.11 253-0	13.41 44-0	5.89 19-4	==	Newcastle o/T	Card.	02					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES							DATE DE VISITE DES CHAUDIÈRES
19	20		TYPE DU CERTIFICAT	DATE	NOMBRE	CYLINDRES		Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION		
						DIAMÈTRES — EN CENTIMÈTRES EN POUÇES	COURSE des pistons cent. pouces						Diamèt.	Long.	NOMBRE	surface grille en m <sup>2</sup> carr. en p <sup>2</sup> carr.			surf. de chauffe en m <sup>2</sup> carrés en p <sup>2</sup> carrés	
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
97 Hamburg-Südamerika- nische Dampfschiff- fahrts-Gesellschaft	✠	Qu. Exp. (11.95)	4	54-80-117-168 21.5-31.5-46-66	122 48	2000 65	Blohm & Voss Hamburg 1895	.....	✠	3 C	4.11 13.6	3.74 12-3	9 178	16.50 5645	15 213	Blohm & Voss Hamburg 1895	Hbg 95			
98 Moor Line Ld (W. Runciman & Co) (à Newcastle o/T)	✠	Tr. Exp. (2.05)	3	66 - 107 - 172 26 - 42 - 68 PS. 8.06	107 42	307 1350 63	Wm Doxford & Sons Ld Sunderland 1899	Card. 8.06	✠	2 C	4.72 15-6	3.35 11-0	6 99	9.19 4738	11.2 160 5.6-80	Wm Doxford & Sons Ld Sunderland 1899	N-C. 2.05 v.c. 2.05 P.C. 2.05			
99 Cie des Bateaux à Va- peur du Nord	✠	Triple (4.07)	3	58 - 94 - 155 23 - 37 - 60.5	99 39	1500 80	Forges & Chantiers Le Havre 1907	Hv. 4.07	✠	2 C	4.42 14-6	3.31 10-10	6 121	11.30 4151	12.6 180	Forges & Chantiers Le Havre 1907	Hv. 4.07			
100 L. Bouclet & Co	✠	Tr. Exp. (2.98)	3	31 - 49 - 81 12.3 - 19.5 - 32	51 22.5	52 315 105	G. T. Grey South-Shields 1898	.....	✠	1 C	3.35 11-0	2.89 9-6	2 32	2.96 1050	98 170	J. T. Eltringham & Co South-Shields 1898	N-C. 98			
101 Th. Huret	✠	Triple (6.07)	3	33 - 53 - 86 13 - 21 - 34	69 27	80 526 112	Shields Engin. & Drydock Co Ld North-Shields 1907	N-C. 7.07	✠	1 C	3.88 12-9	3.20 10-6	3 50	139 1500	12.6 180	R. Stephensen & Co Ld Hebburn o/T. 1907	N-C. 7.07			
102 N. Armarachis	✠	Comp. (3.04)	2	40 - 76 16 - 30	40 16	230 150	Howaldtswerke Kiel 1904	Kiel 04	✠	1 C	2.74 9-0	2.92 9-7	2 29	2.74 777	8 114	Howaldtswerke Kiel 1904	Kiel 04			
103 Chemins de Fer Rou- mains	✠	Tr. Exp. (6.06)	3	56 - 88 - 145 22 - 35 - 57 PS. 6.06	100 39	1200 82	Howaldtswerke Kiel 1897	Glitz 6.07	✠	2 C	3.92 12-10	3.14 10-4	6 115	10.98 3889	12.5 177 125-177	Howaldtswerke Kiel 1897	Glitz 6.07 v.c. 6.06 P.C. 7.07			
104 D. A. Howden	✠	Tr. Exp. (9.02)	3	57 - 93 - 152 22.5 - 36.5 - 60 PS. n. 9.02	107 42	303 1050 60	George Clark Ld Sunderland 1894	Hlfx 5.06	✠	2 C	4.52 14-10	3.20 10-6	6 103	9.5 4120	11.2 160 5.6-80	George Clark Ld Sunderland 1894	Hlfx 5.06 P.C. 5.06 v.c. 02			
105 Canadian, Ocean & In- land Nav. Co Ld	✠	Tr. Exp. (5.04)	3	55 - 91 - 150 22 - 36 - 59 PS. 5.04	99 39	250 1100 70	W. Doxford & Sons Sunderland 1895	Kst. 04	✠	2 WT	3.84 × 3.29 × 3.31 12-7 × 10-10 × 10-11	3.02	6 110	10.20 4588	12.6 180 5.6-80	Babcock & Wilcox Ld London 1895	Kst. 04 v.c. 04 P.C. 04			
106 Canadian, Ocean & In- land Nav. Co Ld	✠	Tr. Exp. (5.04)	3	51 - 86 - 145 20 - 34 - 57 PS. 11.33	99 39	250 1100 60	W. Doxford & Sons Ld Sunderland 1896	Kst. 04	✠	2 WT	3.75 × 3.40 × 3.02 12.3 × 11.2 × 9.11	3.02	2 110	10.20 5000	14 200 5.6-80	Babcock & Wilcox Ld London 1896	Kst. 04 v.c. 04 P.C. 04			
107 Canadian, Ocean & In- land Nav. Co Ld	✠	Tr. Exp. (5.04)	3	51 - 86 - 145 20 - 34 - 57	99 39	250 1100 60	W. Doxford & Sons Ld Sunderland 1896	Kst. 04	✠	2 WT	3.75 × 3.40 × 3.02 12.3 × 11.2 × 9.11	3.02	2 80	7.43 4510	14 200 5.6-80	Babcock & Wilcox Ld London 1896	Kst. 04 v.c. 04 P.C. 04			
108 H. M. Hubbard	✠	Tr. Exp. (3.01)	3	55 - 91 - 150 22 - 36 - 59 PS. n. 2.02	99 39	250 1100 70	W. Doxford & Sons Ld Sunderland 1895	.....	✠	2 WT	3.84 × 3.29 × 3.31 12-7 × 10-10 × 10-11	3.02	6 110	10.20 4588	12.6 180 5.6-80	Babcock & Wilcox Ld London 1895	Card. 02 v.c. 01			



SPECIAL SURVEY			SHIPS AND CAPTAINS			CLASSIFICATION			RIG			TONNAGE			FLAG			YEAR OF BUILDING			BUILDERS			PROPELLER			MATERIALS			LENGTH			BREADTH			DEPTH			FREE BOARD			PORT			LAST		
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND			DATE OF TERM																																												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18																														
✠	109	TURRET-HILL, <i>Asplet.</i> Turret. (9.02)	■	—	—	2 m	691 419 576	Ang	95 V.02	W. Doxford & Sons Ld Sunderland	A; <i>hél</i> ; 6 comp; R. N. 3m70; G. 6m10; (WB. cell; 284 t; C. A. 7 t.); grp. 98; rp-car. 9.02.	59.43 195-0	9.44 31-0	3.79 12-5	.....	Newcastle	0/T N-C. 02																														
✠	110	TYR, <i>Dam.</i> (10.05)	■ P. R.	3/3, G A. & C. P.	1.1.	Glt 3 P-II	509 299 452	Dan	90 V.05	Motala Iron works Lindholmen	A; <i>hél</i> ; 5 comp; <i>awning</i> gd; (WT. 120t; C. N. 8 t; C. A. R. 15 t.; 1 p. A. d. P.; 1 p. P; grp. 00; rp. 05; car. 6.07.	53.3 175-0	8.2 27-0	3.96 13-0	.....	Randers	Cph. 6.07																														
✠	111	TYR, <i>Holm.</i> (10.01)	12	3/3, G A. & C. P.	1.1.	Glt	1224 860 1100	Sds	01	O. A. Brodin Gefle	A-C-P; ch. frg; sfb; 2 <i>hél</i> ; 5 comp; (WB; R. 17m70; G. 9m76; 1 p. A; rp. 03; car. 1.06.	68.75 225-7	12.80 42-0	5.89 18-8	.....	Gefle	Card. 1.06																														
✠	112	TYR, <i>Schale.</i> 01 06 (5.06)	■	3/3, G	1.1.	Glt 1 P-B	602 460 489	Sds	72 V.06	J. Keiller Gothembourg	F; <i>hél</i> ; 5 comp; rp. 80; D. 14m80; R. 10m05; (WT. 210 t.; p. S; rp-car. 1.07.	51.7 169-8	8.0 26-3	4.82 15-9	.....	Gothembourg	Hbg 7.07																														
✠	113	TYSKLAND, <i>Danstrup.</i> 06-06 (11.06)	■ P. R.	3/3, G A. & C. P.	1.1	2 m	1665 1056 1157	Dan	06	Howaldtswerke Kiel	A; <i>hél</i> ; 5 comp; 1 D. 25m83; R. 32m30; G. 9m15; (WB. cell. 418 t; C. A. R. 23 t; C. N. 35 t.).	73.15 240-0	10.97 36-0	5.11 16-9	.....	Copenhagen	Kiel 11.06																														

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY OF BOILERS
			DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS			BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION						
					NUMBER	DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in in. hes					Diamet. Length	IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in s. feet			heating surface in sq. meters in sq. feet					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
109	Broomhill Collieries Co. Ld	+	Comp. (9.02)	2	58 - 117 23 - 46 PS. 9.02	76 30	95 450 90	W. Doxford & Sons Ld Sunderland 1895	.....	+	1 C	4.26 14-0	3.20 10-5	3	4.62 50	156 1685	7 100 7-100	W. Doxford & Sons Ld Sunderland 1895	N-C. 02 v.c.02				
110	Det Forenede Dampskibs-Selskab. (a Copenhagen)	+	Tr. Exp. (10.05)	3	38 - 61 - 102 15 - 24 - 40 PS. n. 6.07	66 26	120 600	Motala Mek. Werkstad Aktiebolag Motala 1890	Cph. 6.07	+	1 C	4.27 14-0	3.05 10-0	3	4.87 53	152 1640	11.2 160	Kjöbenhavns Flydedok Copenhagen 1902	Cph. 6.07 P.C. 6.07 v.c.10.05				
111	O. A. Brodin	+	2 Comp. (10.01)	4	47 - 83 18.5 - 33 PS. n. 4.03 v. 11.03	5 22	120 500 110	Jönköpings Mek. Verkst. Jönköping 1901	.....	.	3 C	3.35 11-0	3.12 10-3	6	10 108	288 3120	6 85	Kockums Mek. Verkst. Malmö rebuilt 1901	Stkh. 03 v.c.01				
112	Ångfartyg Actiebolaget Commerce (W. Lundqvist)	.	Comp. (5.06)	2	50 - 111 19.6 - 43.7 PS. 1.07	64 25.2	100	J. Keiller Göteborg 1872	Card. 1.07	.	1 C	3.30 10-10	2.89 9-6	3	5.02 54		3.87 55 8-114	Got. Mek. Werkstad Göteborg 1885	Got. 1.06 P.C. 1.06 v.c. 5.06				
113	Dampskibs-Selskabet « Europa »	+	Triple (11.06)	3	43 - 67 - 107 17 - 26.5 - 42	75 29.5	600 90	Howaldtswerke Kiel 1906	Kiel 11.06	+	2 C	3.35 11-0	3.03 9-11	4	6.72 72	221 2377	12.5 178	Howaldtswerke Kiel 1906	Kiel 11.06				

## URD

SURVEILLANCE SPÉCIALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉEMENT	TONNAGE	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATÉRIAUX PROPULSEUR			LONGUEUR	LARGEUR	CREUX	FRANC ÉTÉ HIVER H.A.N. en pouces	PORT	LIEU et LATE de la DERNIÈRE VISITE
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL								T. R. U.			PORT DE CONSTRUCTION	COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS			EN MÈTRES				D'ARMEMENT	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
✠	1	UDSIRE (ex-Archiduc-Rodolphe), Larsen. (7.98)	I	—	—	Glt 1 P-B	953 583 781	Nrw	83 V.98	Société J. Cockerill Hoboken	A-F; hél; 5 comp; welded; $\frac{1}{2}$ D. 20m30; G. 8m68; R. 18m; (WB. cale A. 113 t; R. 77t; WT. 198 t.); 1 p. F; grp. 98; rp-car. 2.02.	69.70 228-8	8.50 28-0	5.10 16-8	.....	Haugesund	Brg. 02			
.	2	ULF, Schnack, (9.05) 05-05	II	3/3, R	1.1.	1 m 2 P-A	63 30	Dan	05	Rosenberg Stavanger	A; hél; 4 comp; shadedeck 15m07; D. 1m83; G. 2m50; car. 3.07.	19.51 64-0	4.57 15-0	1.37 4-6	.....	Stège	Svdb. 3.07			
✠	3	ULVSUND, Petersen. — -04 (9.04)	I P.R.	3/3, G	1.1. A.&C.P	2 m	266 100 186	Dan	04	Helsingörs Jernskibs byggeri Elseneur	A; hél; 5 comp; D. 7m; R. 16m25; G. 7m32; (WB. cell. 33 t; C. R. 9 t.); 1 p. A; rp-car. 9.07.	43.51 142-9	7.06 23-2	2.51 8-3	$\frac{5\frac{1}{2}}{7\frac{1}{2}}$ 10	Stège	Cph. 9.07			
.	4	UMAN, Olander. (4.07)	III	3/3, P	1.1.	2m 1 P-B	620 412 346	Sds	73 V.07	W. Lindberg Stockholm	F; hél; 5 comp; D. 32m50; R. 7m60; G. 4m50; rp-car. 10.07.	51.93 170-4	7.95 26-1	4.13 13-3	.....	Stockholm	Stkh. 10.07			
✠	5	UMATILLA, Nopander. ELECTR. (6.03)	I	3/3, G	1.1.	Glt 3 P-II	3069 2168 2850	Amr	81 V.03	J. Roach & Son Chester (Pa)	F; hél; 7 comp; awningd; R. R. 53 t; R. 72 t; G. 10m97; 1 $\frac{1}{2}$ p. F; $\frac{1}{2}$ p. S; grp. 03car. 2.07.	94.49 310-0	12.3 40-6	9.22 30-3	.....	San-Francisco	S-F. 2.07			
.	6	UNICAN, Roberts. (5.02)	II	3/3, G	1.1.	1 m	199 135	Ang	02	Wallace & Co Vancouver (B-C)	P; ch. frg; (sal); hél; sfb; rp. 04; car. 5.04.	27.17 89-2	6.10 20-0	2.44 8-0	.....	Vancouver (B-C)	Vcv. 04			
✠	7	UNIONE (ex-Océan), Foti. (8.03)	I	3/3, G	1.1.	63m 1 P-B	689 445 642	Itl	72 V.03	Chant. & Ateliers de l'Océan Bordeaux	F; hél; 5 comp; (WB.); p.P.; rp-car. 5.05.	60.2 197-6	7.5 24-7	4.95 16-3	.....	Catane	Mss. 5.05			
✠	8	UNITED-STATES, Wulff. ELECTR. 92-03 (2.07)	I P.R.	3/3, L	1.1. A.&C.P.	2m 3 P-II	10095 6030 6506	Dan	03 V.07	Alex. Stephen & Sons Ld Glasgow	A; 2 hél; 10 comp; awningd; D. 13m10; R. 52m20; G. 17m30; (WB. cell. 1315 t; WTM. 667 t; C. R. 51 t.); 3 p. A; rp-car. 2.07.	152.65 501-0	17.75 58-3	8.92 29-3	75 81 $\frac{1}{2}$	Copenhagen	Cph. 2.07			
✠	9	UNO (ex-Sylvia), Broman. (5.05)	I	3/3, A	1.1.	2 m 1 P-B	1788 1386 1046	Sds	83 V.05	W. Gray & Co West-Hartlepool	F; hél; 5 comp; welded; $\frac{1}{2}$ D. 20m12; D. 10m97; R. 21m03; G. 10m36; (WB. 357 t.); rp. 07; car. 9.07.	80.47 264-0	10.80 35-6	6.10 20-0	.....	Sundswall	N.C. 9.07			
✠	10	USO (ex-Göteborg), Cron- berg. (6.03)	I P.R.	3/3, G	1.1.	Glt 2 P-II	472 339 343	Sds	90 V.03	A. A. Wilton van Reede Czn Papendrecht	A; hél; 5 comp; awningd; R. 10m66; (WB. C.A. 10 t; C. R. 15 t; E. & B. 60 t.); 1 p. A; 1 p. PP; rp-car. 5.07.	50.32 165-0	8.23 27-0	3.90 15-1	.....	Göteborg	Got. 5.07			
✠	11	URANUS, Burghardt. ELECTR. (9.06)	I P.R.	3/3, L	1.1. A.&C.P.	2 m 2 P	1582 978 1224	P.B	06	Rykee & Co Rotterdam	A; hél; 6 comp; $\frac{1}{2}$ D. 21m95; R. 21m03; G. 10m36; (WB. 230 t.); 1 p. A; 1 p. PP; car. 2.07.	76.20 250-0	10.51 34-6	6.33 20-9	.....	Amsterdam	Am. 2.07			
✠	12	URD, Enneb. erg. (3.07)	I P.R.	3/3, G	1.1. A.&C.P.	2 m	616 416	Sds	07	Göteborgs Nya Werkstad Göteborg	A; hél; 5 comp; $\frac{1}{2}$ D. 28m50; R. 11m60; G. 7m (WB. 123 t; C. R. 8 t; C. A. 31 t.); 1 p. A; rp-car. 8.07.	51.82 170-0	3.64 28-4	4.12 13-6	.....	Göteborg	Got. 8.07			

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES					
		SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	ENVELOPPE		FOYERS		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	CYLINDRES		CONSTRUCTEURS			DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT
					DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces				Diamèt.   Long.	NOMBRE sur grille en mèt. carr. en pieds carr.	NOMBRE sur de chauffe en mèt. carr. en pieds carr.	PRESSION Chaud. princ. Chaud. auxil.						LIEU & ANNÉE de CONSTRUCTION	LIEU & ANNÉE de CONSTRUCTION							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44		
1	Valentinsen & Kirsebom	Comp. (7.98)	2	68.5 - 114 27 - 45 PS.n.2.02	84 33	90 360	Société J. Cockerill Seraing 1881	.....	1 C	3.27 10-9	3.70 12-2	3 74	6.88 64	4.50 64	Société J. Cockerill Seraing 1893	Brg. 02 v.c.98											
2	Moens Dampskibs-Selskabet	Comp. (9.05)	2	20 - 44 8 - 17.5 PS.3.07	31 12	15 75 145	Rosenberg Stavanger 1905	Svrb. 3.07	1 C	1.98 6-6	2.13 7-0	1 10	28 305	9.8 140	Rosenberg Stavanger 1905	Svrb. 3.07											
3	Det Forenede Dampskibs-Selskab (à Copenhague)	Tr.Exp. (9.04)	3	28 - 46 - 79 11 - 18 - 31 PS.9.07	51 20	65 385 140	Helsingörs Maskin- byggeri Elseneur 1904	Cph. 04	1 C	3.60 11-10	3.05 10-0	2 39	112 1209	14 200	Helsingörs Maskin- byggeri Elseneur 1904	Cph. 04											
4	Ängfartygs Aktiebolaget « Uman » (H. Blomberg)	Comp. (4.07)	2	61 - 122 24 - 48 PS.3.06	69 27	100 400 90	W. Lindberg Stockholm 1873	Stkh. 10.07	1 C	3.58 11-9	3.25 10-8	3 54	150 1616	3.5 50 5.6-80	W. Lindberg Stockholm 1893	Stkh. 4.07 P.C. 4.07 v.c.4.07											
5	Pacific Coast Co	Comp. (6.03)	2	81 - 188 32 - 74 PS.6.03	137 54	1900 75	J. Roach & Son New-York 1881	.....	3 C	4.42 14-6	3.70 12-1	9 57	213 2290	9 125 9-125	Moran Bros. Seattle 1903	S-F. 03 v.c.03											
6	United Cannerys of British Columbia Ltd	Comp. (5.02)	2	28 - 56 11 - 22 PS.5.04	41 16	20 100	B.M. Lauchlin & Co Paisley 1890	Vev. 04	1 C	2.29 7-6	2.44 8-0	2	7 100	B.M. Lauchlin & Co Paisley 1890	Vev. 04 v.c.02												
7	G. Guarrera Cacciola	Comp. (8.03)	2	63 - 108 24.7 - 42.5 PS.n.5.05	60 24	104 416	Chantiers & Ateliers de l'Océan Bordeaux 1872	Mss.5.05	1 C	4.05 13-4	3.00 9-10	3 73	170 1828	6 85	Durbec frères Marseille 1898	Gn. 04 v.c.03											
8	Det Forenede Dampskibs-Selskab.	Tr.Exp. (2.07)	6	76 - 127 - 203 30 - 50 - 80 PS.2.07	137 54	1450 8500 86	Alex. Stephen & Sons Ltd Glasgow 1903	Cph. 2.07	7 C	4.95 16-3	3.71 12-2	28 510	2063 22211	13.3 190 7-100	Alex. Stephen & Sons Ltd Glasgow 1903	Cph. 2.07 P.C. 2.07 v.c.2.07											
9	C. G. Wickberg	Comp. (5.05)	2	81 - 157 32 - 62 PS.5.07	102 40	186 900 58	Black, Hawthorn & Co Gateshead o/T. 1893	N.E. 5.07	2 C	3.96 13-0	3.20 10-6	6 99	278 3000	5.6 80 4.2-60	Black, Hawthorn & Co Gateshead o/T. 1893	Mlm. 3.27 v.c.5.05 P.C.3.07											
10	Ängfartygs Aktie Bolaget « Trio » (C. L. Larsson)	Tr.Exp. (4.95)	3	38 - 61.6 - 103 15-24.2-40.5 PS.n.03; v.5.07	76 30	110 550	A. A. Wilton van Reede Czn Papendrecht 1890	Got. 5.07	2 C	2.62 8-5	2.95 9-8	4 52	4.83 52	10.5 150	A. A. Wilton van Reede Czn Papendrecht 1890	Got. 03 v.c.03											
11	Koninklijke Nederlandse Stoomboot Maatschappij	Tr.Exp. (9.06)	3	48 - 81 - 130 19-32-51	91 36	850 75	Mij voor Werktuig- bouw « Fyenoord » Rotterdam 1906	Rd. 9.06	2 C	3.66 12-0	3.08 10-1	1 88	244 2620	11.2 160 8.4-120	Mij voor Werktuig- bouw « Fyenoord » Rotterdam 1906	Rd. 9.06											
12	Ängfartygs Aktiebolaget « Nornan » (Th. Ahrenberg)	Triple (3.07)	3	36 - 56 - 95 14 - 22 - 37.5	60 24	400 115	Göteborgs Nya Werkstad Göteborg 1907	Got. 3.07	1 C	3.80 12-6	3.08 10-1	2 39	130 1400	12 170	Göteborgs Nya Werkstad Göteborg 1907	Got. 3.67											



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SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD	PORT OF REGISTRY	LAST SURVEY	
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND										T.	R.			PORT OF BUILDING		WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS							
DATE OF TERM										U.													
1	2	3	4	5	6	7	8			9	10			11	12	13							14
												IN METERS			IN FEET & INCHES								
															inches								

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BOILERS										LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION				
				DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER — grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
13 Entreprise générale des Travaux du Port de Montevideo		✠	2 Comp. (7.07)	4	50 - 100 19.5 - 39.5 PS.7.07	55 22	160 800 120	A. F. Smulders Rotterdam 1902	M.V. 7.07	✠	2 CD	2.90 9-6	3.59 17-5	8 103	320 3441	8 114	A. F. Smulders Rotterdam 1902	M-V. 7.07 v.c.7.07	
14 Entreprise générale des Travaux du Port de Montevideo		✠	2 Comp. (12.06)	4	50 - 100 19.5 - 39.5 PS.12.06	55 22	160 800 120	A. F. Smulders Rotterdam 1902	M-V. 12.06	✠	2 CD	2.90 9-6	3.59 17-5	8 103	320 3441	8 114	A. F. Smulders Rotterdam 1902	M-V. 12.06 v.c.12.06	
15 Entreprise générale des Travaux du Port de Montevideo		✠	Comp. (3.07)	2	36 - 57 14 - 22.5	60 23.5	45 200 130	Gebr. Stork & Co Hengelo 1901	M-V. 3.07	✠	1 C	3.10 10-2	3.30 10-10	2 47	4.37 1184	110 100	Gebr. Stork & Co Hengelo 1901	M-V. 3.07 v.c.3.07	
16 Entreprise générale des Travaux du Port de Montevideo		✠	Comp. (2.06)	2	36 - 57 14 - 22.5	60 23.5	45 200 130	Gebr. Stork & Co Hengelo 1902	M-V. 2.07	✠	1 C	3.10 10-2	3.30 10-10	2 47	4.37 1184	110 100	Gebr. Stork & Co Hengelo 1902	M-V. 2.07 v.c.2.07	
17 Entreprise générale des Travaux du Port de Montevideo		✠	Comp. (6.06)	2	44 - 80 17.3-31.5 PS.2.07	45 17.7	75 300 185	Anciens Etablis- sments H. Satre Lyon 1902	M-V. 2.07	✠	2 C	2.50 8-2	2.83 9-4	4 54	5.00 1505	140 128	Bonnet, Spazin & Co Lyon 1902	M-V. 2.07 v.c.2.07	
18 Ministerio de Fomento		✠	Tr. Exp. (12.03)	3	29 - 42 - 65 11.5-17-25.5	55 22	66 330 165	Gebr. Stork & Co Hengelo 1903	.....	✠	1 C	3.05 10-0	3.08 10-1	2 34	3.20 1076	100 145	Gebr. Stork & Co Hengelo 1903	Am. 03	

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SURVEILLANCE SPECIALÉ		NAVIRES & CAPITAINES		CLASSIFICATION			GRÈMENT — NOMBRE DE PONTS		TONNAGE		PAVILLON		CONSTRUCTEURS — PORT DE CONSTRUCTION		MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS		LONGUEUR — EN MÈTRES EN PIEDS & POUCES			LARGEUR — EN MÈTRES EN PIEDS & POUCES			CREUX — EN MÈTRES EN PIEDS & POUCES			FRANG (FRANC BORD ÉTÉ HIVER H.A.N. en pouces)		PORT D'ARMEMENT		LIEU et DATE de la DERNIÈRE VISITE	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18														
	1	VACA (ex-Immortal-Adela), Maglio. (3.05)	I	3/3, A	1.1.	G 3m	420 280	Arg	64 V.05	Mac Nab & Co Greenock	F; hél; 5 comp; R. 6m40; G. 12m19; R. R. 9m14; 1 p. P; rp-car. 3.05.	52.88 173-6	7.47 24-6	3.58 11-9	.....	Buenos-Ayres	B-A. 1.06														
✝	2	VADSÖ (ex-Bordeaux), Johnson. (3.07)	II	3/3, G A.&C.P.	1.1	Glt 2 P-H	908 698	Ang	81 V.07	Lindholmens Mekn. Atelier Gothembourg	A-F; hél; 5 comp; awningd; (WB); 1 p. P; 1 p. F; grp. SS. 83; rp. 01; car. 6.07.	57.60 189-0	8.80 29-1	4.24 14-0	65 67 69	Liverpool	Lyp 6.07														
✝	3	VALE, Bergan. (5.05)	13-3	5/6, G *	2.1	Glt 1 P-B	745 560 570	Nrw	74 0.05	O. A. Brodin Gefle	P-C. ch. m-fg. sfb; hél; 'sat'; p. S; grp. 87; SS. 94; rp. 05.	56.99 187-0	9.51 31-3	4.95 16-3	.....	Sandefjord	Chrt. 4.07 c.v. 4.07														
	4	VALIN, Puget. (9.03)	I	3/3, L	1.1.	Glt 2 P-H	1669 1004	Frç	90 V.03	W. Doxford & Sons Sunderland	A; hél; 5 comp; awningdeck; D. 9m28 R. 19m20; (WB. cell. C.A. & R. 504 t.); 1 p. A; 1 p. F; rp. 04; car. 1.06.	76.03 249-5	10.70 35-2	8.00 26-3	6 1/2 9 1/2 11 1/2	La Rochelle	Gard. 1.06														
	5	VALK, ..... Remorqueur. (7.95)	II	—	—	1 m	60	Blg	68 V.94	J. H. Schmilinsky Hamburg	F; hél; 4 comp; rp. 84; car. 7.94.	24.4 80-0	5.5 18-0	3.50 11-6	.....	Anvers	Av. 97														
✝	6	VALKYRIEN, Mogensen. 82 07 (9.07)	I P.R.	3/3, G A.&C.P.	1.1.	1 m	339 48 309	Dan	67	Burmeister & Wain Copenhague	A; hél; 5 comp; R. 7m32; G. 4m57; W. 39 t; cale. R. 30 t; C. R. 3 t; C. A. 27 t.)	46.10 151-3	7.67 25-2	3.99 13-1	.....	Copenhague	Cph 9.07														
✝	7	VALLONGO, Sass. (5.97) Porteur.	I	—	—	1 m	352	Brs	97	F. Smulders Slikkerveer	A; hél; 8 comp; 1 p. A.	41.90 137-6	7.00 23-0	3.60 11-10	.....	Santos	Rd. 97														
✝	8	VAN-DEN-BOSCH, Klein. ELECTR. (1.03)	I	3/3, L A.&C.P.	1.1.	2 m 3 P-A	2775 1685 1917	P-B	03	Nederlandsche Scheepstow Mij Amsterdam	A; hél; 7 comp; shaded; D. 20m57; G. 22m71; (WB. cell. 326 t.); 2 p. b; car. 12.05.	96.60 317-0	12.60 41-4	5.91 19-5	43 46 48	Batavia	Sgp. 05														
✝	9	VAN-DER-CAPELLEN, ELECTR. Klasens. (4.05)	II	3/3, G A.&C.P.	1.1.	2 m 2 P-A	1265 775 814	P-B	02 V.09	Ned. Scheepshouw Mij Amsterdam	A; hél; 6 comp; shaded; D. 17m68; G. 15m16; (WB. C. A. 27 t; R. 50 t); 1/2 p. A; car. 2.06.	68.20 223-0	10.98 36-0	4.31 14-2	27 1/2 29 1/2 31 1/2	Batavia	Btv. 2.06														
✝	10	VAN-DER-LIJN, Winse- mius. (11.05)	I	3/3, P A.&C.P.	1.1.	Glt 2 P-B	998 601 911	P-B	97 V.05	Wigham Richardson & Co Low Walker	A; hél; 5 comp; 1/2 D. 15m85; G. 10m36; 1 p. A; 1 p. P; rp-car. 11.05.	67.05 220-0	9.50 31-2	5.33 17-5	79.0 81.0 84.0	Batavia	Btv. 05														
✝	11	VAN-DER-PARRA, de Vries. (2.03)	II	—	—	Glt 2 P-H	558 331 368	P-B	99 V.03	Ned. Scheepsbouw Mij Amsterdam	A; 2 hél; 5 comp; awningd; R. 11m58; G. 11m28; 2 p. T; rp-car. 6.05.	51.87 170-2	8.34 27-4	3.20 10-6	==	Batavia	Btv. 6.05														
✝	12	VAN-DIEMEN, van Rhee. ELECTR. (3.06)	I	3/3, G A.&C.P.	1.1	Glt 3 P-H	1245 706	P-B	90 V.06	Ned. Stoomboot Mij Rotterdam	A; hél; 7 comp; awningd; (WB. C. A. 10 t; C. R. 15 t.; 1/2 p. A; 1 1/2 p. T; 1 p. PP; rp. 03; car. 3.06.	71.62 235-0	9.95 32-8	4.98 16-4	.....	Batavia	Btv. 3.06														

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
		SOMME CLASSE SPECIALE	TYPE	DATE DU CERTIFICAT	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS				
					DIAMÈTRES — EN CENTIMÈTRES EN POUCES	NOMBRE			LIEU & ANNÉE de CONSTRUCTION	Diamètre Long.				NOMBRE	LIEU & ANNÉE de CONSTRUCTION								
																EN MÈTRES EN PIEDS ET POUCES	sur degré sur mètre carré sur mètre carré sur mètre carré						
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38				
1	Henrique Galies & Co	•	Comp. tand. (3.05)	1	38 - 76 15 - 30 PS. 3.05	61 24	75 270	Mac Nab & Co Greenock 1864 re. Montevideo	B-A.1.00	•	1 C	3.74 12-3	3.05 10-0	2 55	4.74 67	Ross & Duncan Glasgow 1898	B-A.1.00 v.c.05						
2	Boscowitz (Victoria B. C.)	•	Comp. (3.07)	2	61 - 112 24 - 44 PS. 4.07	76 30	110 374	Lindholmens Mek. Atelier Göthenbourg 1881	Lvp. 6.07	✕	1 C	3.66 12-0	3.10 10-2	2 41	3.81 1331 1435	5.6 80	Nylands Mek. Werkstad Christiania 1904	Lvp. 6.07 v.c. 6.07					
3	Johan Bryde	•	Comp. (5.05)	2	51 - 99 20 - 39 PS. 4.07	58 23	60 200 78	Bergsund's Mek. At. Stockholm 1874	Chrt. 4.07	•	1 C	3.05 10-0	2.94 9-8	2 34	3.50 50	W. Lindberg & Co Stockholm 1885	Chrt. 5.05 v.c. 5.05 p.c. 5.05						
4	d'Orbigny, Faustin & Co	•	Tr. Exp. (9.03)	2	58 - 84 - 137 21 - 33 - 54 PS. n. 7.04	91.4 36	250 1000 65	W. Doxford & Sons Sunderland 1890	Hv. 04	•	2 C	3.96 13-0	3.20 10-6	0 101	9.36 277 2987	10.5 150 6-86	W. Doxford & Sons Sunderland 1890	Card. 1.66 P.C. 1.06					
5	Société Anonyme de Re- morquage à hélice	•	Ord. J.C. (7.94)	2	41 16.2	70 27.6	80	Janssen & Schmilins- ky Hamburg 1868	.....	•	1 C	2.82 9-3	3.20 10-6	2			H. Deville-Chatel Bruxelles 1884	Av. 94 v.c. 94					
6	Em. Z. Svitzers Bjeerg nings Entreprise	✕	Tr. Exp. (9.07)	3	34 - 55 - 94 11.5 - 21.5 - 37	61 24	97 625 130	Burmeister & Wain Copenhague 1907	Cph. 9.07	✕	2 C	3.20 10-6	2.95 9-8	4 51	4.74 170 1824	12.6 180	Burmeister & Wain Copenhague 1907	Cph. 9.07					
7	Companhia Docas	✕	Comp. (5.97)	3	38 - 67 15 - 26.4	40 15.8	50 200 155	A. F. Smulders Rotterdam 1897	.....	✕	2 C	2.20 7-3	2.65 8-8	2 32	3.00 47 505		A. F. Smulders Rotterdam 1897	Rd. 97					
8	Koninklijke Paketvaart Maatschappij	✕	Tr. Exp. (1.03)	2	58 - 94 - 157 23 - 37 - 62 PS. 11.04	107 42	350 1600 70	Nederl. Fabriek Amsterdam 1903	Btv. 04	✕	3 C	3.53 11-7	3.55 11-8	6 115	10.70 438 4710	12 170	Nederl. Fabriek Amsterdam 1902	Btv. 04 p.c. 04					
9	Koninklijke Paketvaart Maatschappij	✕	Tr. Exp. (4.05)	3	43 - 69 - 117 17 - 27 - 46 PS. 4.05	91 36	190 890 85	Nederlandsche Fa- briek Amsterdam 1902	Btv. 2.06	✕	1 C	4.50 14-9	3.58 11-9	3 61	5.67 225 2130	12 170 5.6-80	Nederlandsche Fa- briek Amsterdam 1902	Btv. 2.06 p.c. 2.06 v.c. 05					
10	Koninklijke Paketvaart Maatschappij	✕	Tr. Exp. (11.05)	3	42 - 66 - 109 16.5 - 26 - 43 PS. 11.05	84 33	116 600 85	Wigham Richard- son & Co Newcastle 9/T. 1897	Btv. 05	✕	1 C	4.42 14-6	3.20 10-6	3 59	5.48 187 2015	11.2 160 5.6-80	Wigham Richard- son & Co Newcastle 9/T. 1897	Btv. 05 p.c. 05 v.c. 05					
11	Koninklijke Paketvaart Maatschappij	✕	2 Comp. (2.03)	4	40.5 - 81 16 - 32 PS. 6.05	46 18		Mij de Schelde Flessingue 1899	Btv. 6.05	✕	1 C	4.27 14-0	3.05 10-0	3 56-6	5.36 152 1635	7.7 110 7.7-110	Mij de Schelde Flessingue 1899	Btv. 6.05 v.c. 03 p.c. 6.05					
12	Koninklijke Paketvaart Maatschappij	✕	Tr. Exp. (3.06)	3	53 - 86 - 140 21 - 34 - 55 PS. 3.06	114 15	250 1250	Nederl. Stoomboot Maatschappij Rotterdam 1890	Btv. 3.06	✕	2 C	4.20 13-10	3.27 10-9	4 150	18.08 160	11.2 160	Nederl. Stoomboot Maatschappij Rotterdam 1890	Btv. 3.06 p.c. 3.06 v.c. 3.06					



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N. B. The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	BOILERS						LAST SURVEY	
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal CALCULATED REVOLUTIONS				SHELL Diamet.   Length — IN METERS IN FEET AND INCHES	FURNACES		PRESSURE Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE of CONSTRUCTION			
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES							NUMBER	SEPARATE SURFACE in sq. meters in s. feet			IN sq. feet		
19	20	1	2	3	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
13	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (7.02)	3	43 - 66 - 103 17-26-43 PS. 8.04	99 39	138 852	Nederlandsche Fa- briek Amsterdam 1890	Btv. 8.05	✠	2 C	3.43 11-3	2.95 9-8	2	6.50 70	195 2100	11.2 160	Nederlandsch Fa- briek Amsterdam 1890	Btv. 8.05 P.C. 8.05 v.c.02
14	Koninklijke Paketvaart Maatschappij	✠	2 Comp. (10.03)	4	41 - 81 16-32	46 18	500 125	Mij voor Scheeps- bouw Rotterdam 1903	Btv. 05	✠	1 C	4.27 14-0	3.08 10-1	3	5.36 57	148 1598	7.7 110 7.7-110	Mij voor Scheeps- bouw Rotterdam 1903	Btv. 05 P.C. 05
15	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (1.04)	3	56 - 86 - 145 22-34-57 PS. 11.04	107 42	250 1150 75	Nederlandsche Fa- briek Amsterdam 1898	Btv. 05	✠	2 C	4.57 15-0	3.24 10-8	6	12.07 130	412 4130	11.2 160 5.6-80	Nederlandsche Fa- briek Amsterdam 1898	Btv. 05 P.C. 05 v.c.04
16	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (1.04)	3	61 - 91 - 152 21-36-60 PS. 6.05	106 42	230 1150 70	Nederlandsche Fa- briek Amsterdam 1895	Btv. 6.05	✠	2 C	4.42 14-5	3.41 11-2	6	13.00 140	370 3980	11.2 160 6.3-90	Nederlandsche Fa- briek Amsterdam 1895	Btv. 6.05 v.c.04 P.C. 6.05
17	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (6.02)	3	58 - 94 - 157 23-37-62	106 42	350 1600 75	Nederlandsche Fa- briek Amsterdam 1902	Btv. 6.05	✠	3 C	3.53 11-7	3.55 11-8	6	10.70 115	438 4710	12 170	Nederlandsche Fa- briek Amsterdam 1902	Btv. 6.05 P.C. 6.05
18	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (4.04)	3	58 - 91 - 152 23-36-60 PS. 4.04	107 42	359 1500 75	Nederlandsche Fabriek Amsterdam 1900	Btv. 2.05	✠	2 C	4.79 15-8	3.20 10-6	6	13 140	437 4704	11.2 160 5.6-80	Nederlandsche Fabriek Amsterdam 1903	Btv. 2.05 v.c. 04 P.C. 2.05
19	Koninklijke Paketvaart Maatschappij	✠	Tr. Exp. (3.06)	3	56 - 86 - 145 22-34-57 PS. 3.06	107 42	233 1150 76	Wigham Richard- son & Co Newcastle o/T. 1897	Btv. 3.06	✠	2 C	4.42 14-6	3.20 10-6	6	11 118	374 4030	11.2 160 5.6-80	Wigham Richard- son & Co Newcastle o/T. 1897	Btv. 3.06 P.C. 3.06 v.c. 3.06
20	Ängfartygs Aktiebol- aget "Vidar" (H. Grebst)	✠	Comp. (7.06)	2	65 - 115 25.6-45.3 PS. 7.06	75 29.6	120 350	Bergsunds Mekan. Werkstad Stockholm 1881	Got. 7.06	✠	2 C	2.67 8-10	3.05 10-0	2	5.57 60	159 1706	4.22 60 3-43	Lindholmens Me- kan. Werkstad. Stockholm 1896	Got. 7.06 v.c. 7.06 P.C. 7.06
21	C. Allodi fu G.	.	2 Comp tand. (8.05)	4	61 - 107 24 - 42 PS. 5.04	84 33	194 970 67	Humphrey & Pear- son Hull 1871	Mrs. 8.05	.	1 CD	3.83 12-7	5.33 17-6	6	7.80 84	269 2892	4.22 60	Humphrey & Pear- son Hull 1879	Mrs. 8.05 v.c. 8.05 P.C. 8.05
22	Salvatore Guerrera Ulrich	.	Tr. Exp. (10.04)	3	33 - 48 - 89 13 - 19 - 35 PS. n. 10.04	61 24	90 209 70	North Eastern Marine Eng. Co Sunderland 1885	Npl. 05	.	1 C	3.25 10-8	2.75 9-0	3	4.32 46	93 1000	10 143 6-85	North Eastern Marine Eng. Co Sunderland 1885	Npl. 05 v.c. 05 P.C. 05
23	Maatschij SS. Voerha- ven (Gedr. van Uden)	.	Tr. Exp. (8.05)	3	58 - 94 - 155 23-37-61 PS. 2.07	99 39	232 1100 60	T. Richardson & Sons W. Hartlepool 1897	Rd. 2.07	.	2 C	4.27 14-0	3.05 10-0	6	8.84 95	316 3400	11.2 160 5.6-80	Richardson West- garth & Co W. Hartlepool 1897	Rd. 2.07 P.C. 2.07 v.c. 8.05
24	Compagnie des Vapeurs de charge Français	.	Tr. Exp. (2.04)	3	58 - 91 - 150 23 - 36 - 59 PS. n. 02; v. 4.07	107 42	244 1050 60	T. Richardson & Sons, L <sup>d</sup> Hartlepool 1898	Mrs. 4.07	.	2 C	4.42 14-6	3.20 10-6	6	8.22 88	391 4208	11.2 160 5.6-80	T. Richardson & Sons, L <sup>d</sup> Hartlepool 1898	Mrs. 11.07 v.c. 04 P.C. 04

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N°	NOM DU NAVIRE	CAPITAINE	DATE DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	DATE DU TERME	CLASSIFICATION	GRÈMENT NOMBRE DE POSTES	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS PORT DE CONSTRUCTION	MATERIAUX PROPULSEUR COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS	LONGUEUR EN METRES EN PIEDS & POUCES	LARGEUR EN METRES EN PIEDS & POUCES	CUBES	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU DE LA DATE de la DERNIÈRE VISITE
25	VEGHTSTROOM.	Vos.	ELECTR. 98-99 (4.07)		I	3/3.A	1.1.	2m	1339	P-B	02	Ryke & Co Rotterdam	A; hél; 5 comp; $\frac{1}{2}$ D. & partial awn- ing-deck; (WB. 250 t.; C.R. 10.67.	70.1-10.5 5.53 29-0 32-0 17-6	93	Amsterdam	Am. 10.17
26	VELSEN,.....		(10.01) ELECTR. Ferry		I	—	—	—	464	P-B	01	Mij de Maas Rotterdam	A; aub; 5 comp; p. A.	37.90 9.06 4.15 121-5 37-6 13-8	.....	Velsen	Rd. 01
27	VENETIA, Macmorran.		(5.07)		I	3/3.L	1.1.	Gl	3596	Ang	98	Short Bros Sunderland	A-F; hél; 7 comp; D. 10m97; G. 11m50; (WB. cell. 531 t.; C.R. 55 t.; rp-car. 5.07.	107.59 13.75 7.65 353-9 45-2 25-1	.....	Glasgow	Oct. 5.07
28	VENEZIA, Joubert.		(8.07) ELECTR.		I	3/3.L	1.1.	2m	6733	Fig	07	Swan, Hunter & W Richardson Low Walker	A; hél; 8 comp; D. 18m60; R. 52m47; (G. 13m50; WB. cell. 220 t.; C.R. 29 t.; C. A. 50 t.).	139.30 15.60 6.98 457-4 51-3 22-11	120 126	Marseille	N-O. 8.07
29	VENEZIA ex-Wandrahm,.....		(3.94)		I	—	—	Gl	1561	Alm	81	Flensburger Schiff- bau-Gesellschaft Flensburg	F; hél; 6 comp; yard. R 3m50; Wt. cale. A. 106 t.; R. 135 t.; C. R. 10 t.; F; $\frac{1}{2}$ p. S; 1 p. T. rp-car. 10.95.	78.42 9.90 54.1 357-3 32-3 14-4	.....	Hamburg	Card. 95
30	VENEZUELA, Pedder.		(2.07) ELECTR.		I	3/3.L	1.1.	—	733	Arg	7	Bow, M. Lachlan & Co Ltd Paisley	A; 2 hél; 7 comp; G. 6m70; Wt. C R. 28 t.; C. A. 51 t.; 1 p. A.	64.40 10.41 3.30 211-6 34-2 10-10	26 27 29	Buenos-Ayres	Aug. 2.07
31	VENEZUELA, Thémère.		(2.07)		I	3/3.G	1.1.	Gl	949	Fig	76	Forges & Chantiers de la Méditerranée Lo Havre	F; hél; 5 comp; R. 10m50; 2 p. PP. grp-car. 2.07.	91.10 8.90 5.08 210-4 20-5 21-11	.....	Marseille	Mrs. 2.05
32	VENUS (ex-Loch-Maree). Antonio.		(7.02)		I	—	—	2m	968	Amr	80	Gourlay Bros Dundee	F; hél; 5 comp; D. 35m35; G. 9m44; rp-car. 3.05.	4.61 9.04 4.75 210-0 29-8 15-7	.....	Manille	Nov. 3.15
33	VENUS ex-Santos, Steen- ELECTR. son.		(12.0) Refrigerating plant.		I	3/3.L	1.1.	Bk	2267	Ang	77	C. Mitchell & Co Low-Walker	F; hél; 6 comp; D. 37 t.; R. 30 t.; G. 34 t.; 1 p. F. 4. T. 1 p. P. rp-car. 1.05.	35.95 11.91 8.34 314-8 30-3 27-4	76 $\frac{1}{2}$ 80 $\frac{1}{2}$ 85 $\frac{1}{2}$	Liverpool	N-O. 7.07
34	VENUS, Jochimsen.		(11.05) ELECTR.		I	3/3.P	1.1.	2m	916	Bes	05	How, Atswarte Kiel	A; 2 hél; 5 comp; D. 11m50; R. 2m52; (WB. cell. 100 t.; C.R. 10 t.; C. A. 50 t.).	80.36 9.14 2.90 200-0 30-0 9-8	.....	Santos	Nov. 11.05
35	VENUS, Mensink.		(9.07) ELECTR.		I	3/3.L	1.1.	2m	1835	P-B	07	Unterlansche Breda & M Rotterdam	A; hél; 6 comp; D. 11m50; R. 2m52; (WB. cell. 100 t.; C.R. 10 t.; C. A. 50 t.).	81.55 11.58 4.40 308-0 38-0 21-6	.....	Amsterdam	Rd. 9.07
36	VERA ex-Rolf, Jørgen- sen.		(7.05)		II	3/3.G	1.1.	Gl	1099	Den	70	Burn, Steer & Wain Copenhagen	F; hél; 5 comp; D. 44m60; G. 9m42; (WB. 290 t.); grp. 96; rp.05; car. 12.06.	50.80 8.80 4.90 219-0 29-0 16-1	.....	Copenhagen	N-O. 12.06

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES		
		SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		COURSE des pistons cent. pouces	Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS		surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	CONSTRUCTEURS	LIEU & ANNÉE de CONSTRUCTION			
						DIAMÈTRES								NOMBRE	sur/dégré en mètre carré, en pieds carré,	NOMBRE	sur/dégré en mètre carré, en pieds carré,							
						EN CENTIMÈTRES EN POUCES																		Diamètr. Long.
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
25	Hollandsche Stoomboot Maatschappij	✠	Tr. Exp. (4.07)	3	44 - 71 - 114 17.5-98-45 PS. 4.07	91 36	850 90	Mij voor Werktuig- bouw Rotterdam 1902	Am. 4.07	✠	1 C	4.30 14-3	3.66 12-0	3	5.20 56	214 2300	12.6 180 5.6-80	Mij voor Werktuig- bouw Rotterdam 1902	Am. 4.07 p.c. 4.07 v.c. 4.07					
26	Gouvernement Hollan- dais	✠	2 dia. (10.01)	4	45 - 90 18-36	95 37.5	400 40	Mij de Maas Rotterdam 1901	.....	✠	2 C	2.75 9-0	2.81 9-2	4	5.60 60	144 1549	8.3 118	Mij de Maas Rotterdam 1901	Rd. 01					
27	Venetia Steamship Co Ltd (G. Harrison & Co)	✠	Tr. Exp. (5.07)	3	61 - 99 - 168 24-39-66 PS. 4.06	114 45	323 1400 65	Th. Richardson & Sons Ltd Hartlepool 1898	Clct. 5.07	✠	2 C	4.10 13-6	3.50 11-6	6	8.45 91	592 4218	12.6 180 5-70	Th. Richardson & Sons Ltd Hartlepool 1898	Clct. 5.07 p.c. 5.07 v.c. 5.07					
28	Cie Française de Navi- gation à Vapeur (Cyp. Fabre & Co)	✠	2 Triple (8.07)	6	75 - 122 - 196 29.5-48-77	114 45	1188 6902 87	Swan, Hunter & W Richardson Ltd Newcastle o/T. 1907	N-C. 8.07	✠	6 C	4.95 16-3	3.57 11-9	18	37-60 405	1720 18500	12.6 180	Swan, Hunter & W. Richardson Ltd Newcastle o/T. 1907	N-C. 8.07					
29	A. C. de Freitas & Co	✠	Comp. (3.94)	2	83 - 152 32.6-60	91.4 36	160 750 67	Flensburger Schiff- bau-Gesellschaft Flensburg 1881	.....	✠	2 C	3-64 11-11	2.86 9-4	4	7-06 76	275 2966	5.27 75	Flensburger Schiff- bau-Gesellschaft Flensburg 1881	Hbg. 94 v.c. 94					
30	N. Mihanovich & Co	✠	2 Triple (2.07)	6	28 - 46 - 76 11-18-30	56 22	90 720 200	Bow, Mc Lachlan & Co Ltd Paisley 1907	Glsq. 2.07	✠	2 C	3.50 11-6	3.05 10-0	4	7-80 84	234 2516	13 185	Bow, Mc Lachlan & Co Ltd Paisley 1907	Glsq. 2.07					
31	Compagnie Générale Transatlantique (à Paris)	.	Comp. (2.67)	2	71 - 140 28-55 PS. 2.07	90 35.4	150 600 85	Forges & Chantiers Le Havre 1876	Mrs. 2.07	.	2 C	3.30 10-10	2.90 9-6	2	6.80 73	173 1865	5.25 75 4-56	Cie Générale Trans- atlantique St-Nazaire 1896	Mrs. 2.07 p.c. 2.07 v.c. 2.07					
32	Cia Maritima	.	Comp. (7.03)	2	58 - 112 23-44 PS. n. 3.05	107 42	175 700 78	Gourlay Bros. Dundee 1880	H-K. 3.05	.	1 C	5.49 18-0		3			5.6 80 3.5-50	Gourlay Bros. Dundee 1880	H-K. 3.05 v.c. 03					
33	W. A. Powell	.	Comp. (12.06)	2	102 - 183 40-72 PS. 7.07	122 48	270 1170 55	Thompson & Co Newcastle o/T. 1877	N-O. 7.07	.	4 C	3.20 10-5	3.05 10-0	8	9.75 105		4.57 65	Thompson & Co Newcastle o/T. 1877	N-O. 12.06 p.c. 12.06 v.c. 12.06					
34	Cia de Navegação Cru- zeiro do Sul	✠	2 Triple (11.05)	6	30 - 49 - 80 12-19.5-31.5	46 18		Howaldtswerke Kiel 1905	Kiel 11.05	✠	2 C	3.41 11-2	3.16 10-4	4	7.20 77	234 2519	14 200	Howaldtswerke Kiel 1905	Kiel 11.05					
35	Koninklijke Neder- landsche Stoomboot Mij	✠	Triple (9.07)	3	48 - 76 - 129 19-30-51	91 36		Rotterdamsche Droogdok Mij Rotterdam 1907	Rd. 9.07	✠	2 C	4.11 13-4	3.05 10-0	6	8.93 96	208 3201	11.2 160 8.4-120	Rotterdamsche Droogdok Mij Rotterdam 1907	Rd. 9.07					
36	Dampskibs Aktieselska- bet « Phoenix »	.	Comp. tand. (7.05)	4	53 - 112 21-11 PS. n. 12.06	76 30	120 500	Burmeister & Wain Copenhagen 1870	N-C. 12.06	.	2 C	3.20 10-5	2.53 8-3	1	6.15 60	186 2000	4.22 50 2.8-40	Burmeister & Wain Copenhagen 1886	Cph. 7.05 v.c. 7.05					



## VIC

SPECIAL SURVEY		SHIPS AND CAPTAINS			CLASSIFICATION			RIG		NUMBER OF DECKS		TONNAGE		FLAG		YEAR OF BUILDING		BUILDERS		MATERIALS			LENGTH		BREADTH		DEPTH		PRESSURE		PORT		LAST																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										BOILERS										LAST SURVEY	
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal (INDICATED) REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES	HEATING surface in sq. feet in sq. meters	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION							
					DIAMETERS — IN CENTIMETERS IN INCHES	IN CENTIMETERS IN INCHES						Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER				THICKNESS IN METERS IN INCHES	THICKNESS IN METERS IN INCHES	THICKNESS IN METERS IN INCHES	THICKNESS IN METERS IN INCHES				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
37	Dampskibs-Selskabet « Gefion » (Holm & Wonsild)	✠	Triple (7.06)	3	42 - 68 - 107 16.5 - 27 - 42	75 29.5	600 90	Howaldtswerke Kiel 1906	Kiel 7.06	✠	2 C	3.35 11-0	3.03 9-11	4 72	223 2377	12.5 178	Howaldtswerke Kiel 1906	Kiel 7.06						
38	Angfartygs Aktiebolaget « Vidar » (H. Grebst)	.	Tr. Exp. (3.06)	3	37 - 61 - 99 14.5 - 24 - 39 PS. 3.06	69 27	500 92	Nylands Werkstad Christiania 1893	Got. 3.06	.	1 C	4.06 13-4	3.00 9-10	3 45	140 1509	11.5 184 5.6-80	Nylands Werkstad Christiania 1893	Got. 4.07 p.c. 4.07 v.c. 3.06						
39	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (1.04)	5	2 × 66 - 1 × 139 - 2 × 181 2 × 26 - 1 × 54.7 - 2 × 71.3 PS. 11.04	160 63	1150 4600 66	J. & G. Thomson Glasgow 1883 Transf. en 1895	Nt. 10.06	✠	4 CD	4.40 14-5	5.50 18-0	4 484	1146 12322	10 143 4.2-60	Cie Générale Trans- atlantique St-Nazaire 1895	Nt. 10.06 p.c. 10.06 v.c. 04						
40	A. Kirsten	✠	Comp. (8.98)	2	67.5 - 117 26.5 - 46	84 33	100 460 70	Blohm & Voss Hamburg 1882	.....	✠	2 C	3.30 10-10	2.77 9-1	4 60	186 2000	5.62 80 4.2-60	Blohm & Voss Hamburg 1882	Hbg 98 v.c. 98						
41	Koninklijk Nederland- sche Stoomboot Mij	✠	Triple (8.07)	3	48 - 76 - 130 19 - 30 - 51	91 36	950 85	Rotterdamsche Droogdok Mij Rotterdam 1907	Rd. 8.07	✠	2 C	4.10 13-6	3.05 10-0	6 96	297 3200	11.2 160 8.4-120	Rotterdamsche Droogdok Mij Rotterdam 1907	Rd. 8.07						
42	Rederi Bolaget « Vesta »	✠	Comp. (5.95)	2	45 - 78 17.7 - 30.7	55 21.6	50 200 104	O. Henniges & Co Berlin 1884	.....	✠	1 C	2.98 9-8	2.87 9-5	2 32	86 931	6.5 92	H. Koch Lübeck 1884	Got. 98 v.c. 95						
43	Landbrugsministeriet	✠	Tr. Exp. (11.04)	3	31 - 50 - 84 12 - 20 - 33	53 21	70 350 140	Burmeister & Wain Copenhagen 1904	Cph. 04	✠	1 C	3.50 11-6	3.20 10-6	2 33	127 1285	13 185	Burmeister & Wain Copenhagen 1904	Cph. 04						
44	Angfartygs Aktiebolaget « Tifring » (A. Bro- ström & Co)	✠	Triple (6.07)	3	61 - 104 - 173 24 - 41 - 68	114 45	339 1500 63	W. Doxford & Sons Ld Sunderland 1907	N.C. 6.07	✠	2 C	5.03 16-6	3.42 11-3	6 122	496 5340	12.6 180	W. Doxford & Sons Ld Sunderland 1907	N.C. 6.07						
45	Landbrugsministeriet	✠	Tr. Exp. (12.95)	3	30 - 45 - 76 11.8 - 18 - 30	40.5 16	50 260 154	Helsingörs Maskin- byggeri Elseneur 1895	.....	✠	1 C	3.05 10-0	3.05 10-0	2 25.5	89 960	12.3 175	Helsingörs Maskin- byggeri Elseneur 1895	Cph. 95						
46	Soc. anon. du Canal et des Installations ma- ritimes	.	Comp. (6.05)	2	25 - 45 10 - 18 PS. n. 6.05	30 12	95 175	H. Longtin & Le Hardy de Beaulieu Jette-St-Pierre 1900	Av. 6.05	✠	1 C	2.30 7-7	2.80 9-2	1 16	50 537	10 142	A. F. Smulders Grâce-Berleur 1900	Av. 6.05 v.c. 6.05						
47	Gouvernement Impérial de Russie	✠	2 Tr. Exp. (10.98)	6	30 - 44 - 66 12 - 17 - 26	45 18	150 600 180	Gebr. Stork & Co Hengelo 1898	.....	✠	2 C	2.80 9-2	3.05 10-0	4 69	170 1829	10.3 147	Nederlandsche Fa- briek Amsterdam 1898	Am. 98						
48	Bencini & Quistas	.	Comp (12.06)	2	51 - 99 20 - 39 PS. 10.02	56 22	110	H. Deville-Chatel & Co Bruxelles 1881	Aix. 12.06	.	1 C	3.34 11-0	3.15 10-4	2 35	5.20 55	7 100	J. Piedboeuf Jupille 1894	Aix. 12.06 v.c. 12.06						

[illegible]

N.B. Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40		
		SURVEILLANCE SPÉCIALE	TYPE	DATE DU CERTIFICAT	CYLINDRES		Force nominale	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	ENVELOPPE		FOYERS		PRESSION	CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES						
					DIAMÈTRES EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces	(force indiquée) Nombre de tours	LIEU & ANNÉE de CONSTRUCTION		Diamèt. Long. EN MÈTRES EN PIEDS ET POUCES		NOMBRE sur'degrille en mèt. carr. en pied. carr.		sur l. de chauffe en mèt. carrés en pied. carrés	Chaud. princ. Chaud. auxil.	LIEU & ANNÉE de CONSTRUCTION							
49	Souto y Pineiro	.	Comp. (12.99)	2	32 - 61 13 - 24	48 19	38 152 100	Thompson Glasgow 1884	.....	1 C	2.59 8-6	3.05 10-0	2	1.40 15	4.25 47	7 100	Talleres de Portilla Séville 1899	Vigo 99					
50	Albert Brière	.	Moteur	à	essence 4 cyl.	24 ch	100	Ruhl Dison-lez-Verviers	.....	.....	Gazoline	Motor	4 cyl.	24 HP.	.....	.....	.....	.....					
51	Förnyade Ängfartygs-Aktiebolaget « Svenska Lloyd » (W. Frodi)	✝	Comp. (8.05)	2	80 - 150 31.5 - 59 PS.n.05,v.2.07	99 39	165 725	Helsingors Maskin-byggeri Elsenour 1884	H-K. 2.07	✝	2 C	3.58 11-10	2.90 9-7	4	7.06 76	215 2312	8.80 125 6-85	Lindholmens Werkstad Gothembourg 1899	H-K. 2.07 v.c.05				
52	Cie des Messageries fluviales de Cochinchine	✝	2 Comp. (6.95)	4	28 - 40 9 - 16	28 11	80 320 310	Brissonneau fils & A. Lotz Nantes 1895	.....	✝	1 R WT	2.14 x 2.70 x 1.92 7 x 12-2 x 6-4	2	4.50 48	152 1634	12 171	Brissonneau fils & A. Lotz (Système Oriolle) Nantes 1895	Nt. 95					
53	Cie Universelle du Canal Maritime de Suez	✝	2 Comp. (5.04)	4	44 - 97 17.5 - 38	61 24	126 750 110	Lobnitz & Co Ltd Renfrew 1904	Glsq. 04	✝	2 C	3.35 11-0	2.74 9-0	4	7.43 80	186 2010	8.4 120	Lobnitz & Co Ltd Renfrew 1904	Glsq. 04				
54	Em. Z. Svitzer's Bjergnings Entreprise	✝	Tr. Exp. (11.04)	3	42 - 69 - 114 16.5 - 27 - 45 PS. 6.07	69 27	144 1000 130	Burmeister & Wain Copenhagen 1904	Cph.6.07	✝	C	3.50 11-0	3.15 10-1	2	3.07 33	122 1310	12.6 180	Burmeister & Wain Copenhagen 1904	Cph. 04				
55	Det Ostasiatiske Compagni, à Copenhague	.	Moteur	automobile « Dan »	.....	.....	.....	.....	Cph. 12.05	.....	« Dan » auto	mobile	Motor	.....	.....	.....	.....	.....					
56	Rederi Aktiebolaget « Henckel » (N. P. Svensson)	✝	Triple (2.07)	3	38 - 61 - 107 15-24-42	69 27	450 100	Varfs Aktiebolag. Helsingborg 1907	Hlsb. 2.87	✝	1 C	3.91 12-10	2.37 9-9	3	4.18 40	154 1638	12.6 180 6.3 90	Varfs Aktiebolag. Helsingborg 1907	Hlsb. 2.87				
57	Ängfartygs Aktiebolaget « Svithiod » (Ang. Carlsson)	.	Comp. (4.05)	2	43 - 86 17 - 34 PS. 7.07	58 23	60 240 80	Motala Mekaniska Werkstad Lindholmen 1872	Got.7.07	.	1 C	3.10 10-2	2.97 9-9	2	3.34 36	5 70 5.6 80	Motala Mekaniska Werkstad Lindholmen 1885	Got.7.07 v.c.7.07 p.c.4.05					
58	Vandbyggningsvæsenet	✝	Comp. (5.05)	2	32 - 61 12.5-24	38 15	28 160 144	Kjøbenhavns Skibsværft Copenhagen 1905	Cph.5.05	✝	1 C	2.67 8-9	2.81 9-3	2	2.10 22	52 563	3.4 120	Kjøbenhavns Skibsværft Copenhagen 1905	Cph.5.05				
59	Angelo Parodi fu Bmo	.	Comp. (3.06)	2	68.5 - 127 27 - 50 PS.n.02;v.3.06	68.5 27	110 400	Cunliffe & Dunlop Port-Glasgow 1875	Gn. 3.06	.	1 CD	3.20 10-6	4.00 13-1	4	5.48 59	129 1388	5 71 4-57	Cie Vulcan Stettin 1883	Gn. 3.06 p.c.3.06 v.c.3.06				
60	Compagnie Générale Transatlantique (à Paris)	✝	Tr. Exp. (10.05)	3	84 - 130 - 210 33 - 51 - 83 PS. 5.05	124 49	900 3600 85	Cie Générale Transatlantique St-Nazaire 1890	Mrs. 10.05	✝	4 C	4.10 13-5	3.45 11-4	12	19.20 206	705 7581	11 167 5-71	Cie Générale Transatlantique St-Nazaire 1901	Mrs. 10.05 v.c.10.05 p.c.10.05				



SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN METERS IN FEET & INCHES 13 14 15	BREADTH IN METERS 16	DEPTH IN METERS 17	PIERCE (BOARD) SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY			
—						T.	R.													
—						U.														
—																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
+	FRANCE-DE-BAZEL	Choux. (4.03)	I	3, 1, 1, 1	B-G	2 P-B	1544 947 1453	Fr	80	Jas. Laing Sunderland	F; htl: 2 comp; D. 12m50; R. 3m30; G. 9m70; WB. 13m60; 60t; R. 23m50; 165 t.; 1 p.F 1 p. P; rp-car. 9.06.	76.6 251-5	10.4 34-0	7.02 23-0	.....	Le Havre	Hv. 9.06			
+	FRANCE-DE-BAZEL		I	3, 1, 1, 1	G	3 P-S	1490 920 905	Fr	94	J. Readhead & Sons South-Shields	A-F; htl: 5 comp; spard; R. 12m19; R. 13m65; R. 12m44; WB. 10m70; E. 45 t; WT M. 246 t.; 1 p. A; 1 p. F; 1 p. P; rp. 07; car. 10.07	79.48 260-9	10.44 34-3	7.05 23-1	.....	Dunkerque	Dk. 10.07			
+	FRANCE-DE-BAZEL	ELECTR. Porre. (2.04)	I	3, 1, 1, 1	B-G	3 P-S	1846 965 1779	Fr	80	Caird & Co Greenock	F; htl: 7 comp; spard; G. 14m17; 4 p. F; 2 1/2 p. P; grp. SS. 92; rp. 06; car. 6.07.	95.1 312-0	10.2 33-7	5.20 17-0	.....	Marseille	Mrs. 6.07			
+	FRANCE-DE-BAZEL	Carries. (3.06)	I	3, 1, 1, 1	G		844 411	Fr	84	Claparède Rouen	F-A; htl: 5 comp; rp. 07; car. 3.07.	66.00 216-6	8.50 27-11	5.80 19-0	.....	Marseille	Mrs. 3.07			
+	FRANCE-DE-BAZEL	Clarence, Nicolas. (4.04)	I	3, 1, 1, 1	G		1501 785	Fr	96	Craig, Taylor & Co Thornaby-on-Tees	A; htl: 5 comp; 4 D. 23m52; R. 15m65; G. 5m64; WB. cell. 277 t; C. R. 96 t; C.A. 76 t; 1 p. A; rp-car. 12.05.	74.24 243-7	11.35 37-3	4.70 15-5	.....	La Rochelle	Card. 05			
+	FRANCE-DE-BAZEL		I	3, 1, 1, 1	R-G	3 P-S	1883 970 1700	Fr	80	W. Richardson & Co Low-Walker & T	F; htl: 7 comp; spard; R. R. 20m73; G. 14m02; 1 p. F; 2 p. P; rp-car. 10.06	95.6 313-8	10.3 34-0	5.20 2-48	.....	Marseille	Mrs. 10.06			
+	FRANCE-DE-BAZEL	Vassina, Bocage (7.05)	I	3, 1, 1, 1	G	3 P-H	849 475	Fr	65	Scott & Co Greenock	F; htl: 6 comp; achingd.; 3 p. P; grp. 92; p. P. 06; rp. 05; car. 5.07.	88.05 190-4	8.16 26-7	5.00 16-5	.....	Dunkerque	Dk. 5.07			
+	FRANCE-DE-BAZEL	Foumy. (6.98)	I	—	K		195 79	Fr	94	Earle's Shipb. & Engs Co Ld Hull	A; htl: 4 comp; (WB. calc M. 19 t, C. A. 17 t.); 1 p. P; car. 6.98.	37.24 122-2	6.25 20-6	3.28 10-9	.....	Boulogne/M.	Hull 98			
+	FRANCE-DE-BAZEL	Van Stichelen. (5.99)	I	—	1 m	bse	49	Br	80	Soc. an. des Ateliers Forges & Acieries Bruges	A-F; htl: 4 comp; 1 p. F.; car. 9.01.	19.80 65-0	4.30 14-1	2.35 7-9	.....	Bruxelles	Av. 01			
+	FRANCE-DE-BAZEL	Camus. (6.07)	I	3, 1, 1, 1	G	2 P-B	1965 1415	Fr	81	W. Hamilton & Co Port-Glasgow	F; htl: 6 comp; D. 10m97; G. 10m36; (WB. cell. 368 t); 2 p. F; rp. 07; car. 6.07.	87.78 288-0	11.04 36-3	6.74 22-1	.....	Dunkerque	Dk. 6.07			
+	FRANCE-DE-BAZEL		I	—	G		316 129 25	Fr	96	R. Craggs & Sons Middlesbrough	A; htl: 5 comp; D. 9m; G. 5m80; WB. C. V. 19 t.; C. R. 17 1/2 t.; p. A; car. 6.03	44.23 145-2	6.67 21-11	2.23 7-4	.....	Cayenne	Mtn. 7.07			
+	FRANCE-DE-BAZEL		I	3, 1, 1, 1	G	3 P-S	1622 965	Fr	96	J. Readhead & Sons South-Shields	A; htl: 5 comp; spard; R. 13m50; WB. cell. 446 t; 1 p. F; 1 p. A; rp. 07; ar. 7.07.	81.38 267-0	10.71 35-2	7.16 23-6	.....	Dunkerque	Dk. 7.07			

OWNERS		SPECIAL SURVEY	ENGINES					BOILERS										LAST SURVEY	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKES in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces	heating surface in sq. feet	PRESSURE Main Boiler, Donkey Boiler.		MAKERS — PORT AND DATE of CONSTRUCTION
					DIAMETERS — IN CENTIMETERS IN INCHES	IN CENTIMETERS IN INCHES							NUMBER	grate surface in sq. meters in sq. feet					
															Diameter, — IN METERS IN FEET AND INCHES				
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
61	Cie Havraise Péninsulaire de Navigation à vapeur	•	Comp. (4.03)	2	84 - 158 33 - 62 PS. c. 9.06	107 42	200 800	Geo. Clark Sunderland 1880	Hv. 9.06	✠	2 C	4.04 13-3	3.20 10-6	6 116	244 2624	5.50 78 5-71	Caillard frères Le Havre 1894	Hv. 9.06 v. c. 03	
62	Compagnie des Bateaux à vapeur du Nord	✠	Tr. Exp. (6.04)	3	55 - 89 - 150 21.6 - 53 - 59 PS.n.12.06	39 99	200 1600 70	J. Readhead & Sons South-Shields 1894	Dk.12.06	✠	2 C	4.20 13 9	2.94 9-8	6 77	7.20 3324	11.2 160 5.6-80	J. Readhead & Sons South-Shields 1894	Dk. 04 v. c. 04 P. c. 04	
63	Compagnie Générale Transatlantique (à Paris)	✠	Comp. (2.04)	2	107 - 203 42 - 80 PS. 1.06	122 48	500 2000	Caird & Co Greenock 1880	Mrs.1.06	✠	2 CD	4.10 13-6	5.60 18-5	12 230	538 5785	6 85	Cie Gle Transatlantique St-Nazaire 1892	Mrs.6.07 v. c. 01 P. c. 04	
64	Compagnie Marseillaise de Navigation à vapeur (Fraissinet & Co)	•	Comp. (3.06)	2	85 - 150 33.5 - 59 PS. 3.07	90 35.4	300 1200	Claparède St-Denis 1884	Mrs.3.07	•	2 C	4.12 13-6	3.50 10-6	6 149	13.86 3935	6.5 91 6.5-91	Ateliers Fraissinet Marseille 1897	Mrs.3.06 P. c. 3.06 v. c. 3.06	
65	d'Orbigny, Faustin & Co	•	Tr. Exp. (4.04)	3	48 - 79 - 130 19 - 31 - 51 PS. 12.05	84 33	175 700 65	Ch. Furness, Westgarth & Co. Middlesbrough 1896	Card. 05	•	2 C	3.66 12-0	3.05 10-0	6 88	8.20 2398	223 160 5.5-78	Ch. Furness, Westgarth & Co, Middlesbrough 1896	L-R. 04 v. c. 04 P. c. 04	
66	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (10.06)	3	78 - 107 - 203 30.7 - 42 - 80 PS.10.06	122 48	550 2200 68	W. Richardson & Co Low-Walker 1880 Transf. 1891	Mrs 10.06	✠	3 C	4.10 13-5	3.20 10-6	9 139	12.87 5267	489 157 4-57	Ateliers de St-Nazaire (Penhoët) St-Nazaire 1902	Mrs. 10.06 v. c. 10.06 P. c. 10.06	
67	Compagnie des Bateaux à vapeur du Nord	•	Comp. (7.05)	2	50 - 130 23.3 - 51 PS.n.04; v.5.07	76 30	120 495 75	Scott & Co Greenock 1881	Dk. 5.07	✠	1 C	4.49 14-9	3.38 11-1	3 47	4.36 2245	208 80 4-57	J. Readhead & Sons South-Shields 1892	Dk. 7.05 v. c. 7.05 P. c. 7.05	
68	L. Bouclet & Co	✠	Tr. Exp. (6.98)	3	32 - 51 - 81 12.7 - 20 - 32	56 22	100 436 134	Earle's Shipbs & Engs Co Ld Hull 1894	Hull 04	✠	1 C	3.50 11-6	3.05 10-0	2 38	3.23 1180	110 180	Earle's Shipbs & Engs Co Ld Hull 1904	Hull 04 v. c. 04	
69	Soc. anon. du Canal & des Installations maritimes	✠	Comp. (5.99)	2	25 - 45 10 - 18	30 12	25 100 160	Société anon. Marcinelle & Couillet Couillet 1899	.....	✠	1 C	2.20 7-3	2.80 9-2	1 17	1.57 538	50 135	A. F. Smulders & Co Grâce-Berleur 1899	Brug. 99	
70	Compagnie des Bateaux à vapeur du Nord	•	Comp. (6.67)	2	86 - 162 34 - 64 PS. 5.06	114 45	200 854 70	Dunsmuir & Jackson Glasgow 1881	Dk. 6.07	✠	2 C	3.17 × 4.64 × 3.72 10.5 × 15.0 × 12 3		6 123	11.28 — 85 5.5-78	Forges & Chantiers de la Méditerranée La Seyne 1892	Dk. 6.07 P. c. 6.07 v. c. 6.07		
71	Emile Monteux (à Paris)	✠	Comp. (7.03)	3	35.5 - 79 14 - 31 PS. 6.03	53 21	50 250 120	Westgarth, English & Co Middlesbrough 1896	.....	✠	1 C	3.20 10 6	2.90 9 6	2 30	2.78 900	84 107 3-42	Westgarth, English & Co Middlesbrough 1896	Mtn. 03 v. c. 03	
72	Compagnie des Bateaux à vapeur du Nord	✠	Tr. Exp. (5.05)	2	56 - 91 - 152 22 - 36 - 60 PS.n.05; v.7.07	99 39	210 1100 70	J. Readhead & Sons South-Shields 1896	Dk. 7.07	✠	2 C	4.20 13 9	3.05 10-0	6 87	8.08 3462	323 160 5.6-80	J Readhead & Sons South-Shields 1896	Dk. 5.05 v. c. 5.05 P. c. 5.05	

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N°	VILLE & PORT	CATEGORIE	ANNEE DE LA CONSTRUCTION	CONSTRUCTEUR	MATERIAUX				PORT	LIEU et DATE de la DERNIERE VISITE	
					PROPELSEUR	COMPARTIMENTS ETANCHES	CONSTRUCTIONS SUR LE PONT	WATERBALLAST, PONTS			
					LONGUEUR	LARGUEUR	CHEUX	FRANC BORD	D'ARMEMENT	17	
					EN METRES			EN PIEDS & POUCES			
					13	14	15	16			
73	VILLE-DE-LANCAUVEN ex-LANCAUVEN, 1895	I	1895	Forges & Chantiers La Seyne	F; hél; 3 comp; R. R. 5m97; R. 22m77; G. 12m30; 2 p. F; rp-car. 10.07.	90.5 297-0	1.30 36-8	7.5 24-7	.....	Dunkerque	Mrs. 10.07
74	VILLE-DE-DUNKERQUE ex-LANCAUVEN, Brunel, 1895	I	1895	Anvers	F; hél; 5 comp; spard; (WB. cale R. E. & B. 186 t.); 1 p. F; 1 p. PP. 03; grp-car. 4.07; rp. 07.	75.18 246-8	9.75 32-0	6.93 22-11	.....	Dunkerque	Dk. 11.07
75	VILLE-DE-GUJAN-NE-TRADE, Dubuc, 1895	I	1895	de la Brosse & Nantes	A; hél; 6 comp; G. 4m; 1 p. A.; rp. 03; car. 8.07.	31.17 102-3	5.63 18-6	2.59 8-0	.....	Arcachon	Bx 9.07
76	VILLE-D'ISIGNY, Horla galle, 1895	I	1895	Bezens	A; hél; 5 comp; R. 2m50; ½ G. 5m50; WB. V. 22 t; WB. R. 12 t; 1 p. PP; rp-car. 4.05.	28.49 93-6	5.37 17-8	2.96 9-9	.....	Isigny	Chb. 4.05
77	VILLE-DE-LILLE Vanbelle, 1895	II	1895	Société John Cocke- rill	F; hél; 5 comp; spard; R. 13m42; WT. 164 t; WB. R. 17m32, 88 t; C. N. Anvers 10 t; 2 p. P. grp. 89; rp. 07; car. 9.07.	68.0 223-0	8.8 29-0	4.50 21-9	.....	Dunkerque	Dk. 9.07
78	VILLE-DE-LOMBET ex- Lombet, 1895	I	1895	Forges & Chantiers La Seyne	F; hél; 6 comp; R. 24m90; R. R. 8m97; G. 12m30; rp-car. 4.07.	90.50 297-0	11.00 36-0	1.50 24-7	.....	Dunkerque	Dk. 4.07
79	VILLE-DE-NANTES	I	1895	Chantiers de la Loire Nantes	A-F; hél; 5 comp; spard; R. R. 18m & 10m; R. 6m30; G. 14m; 2 p. A; rp. 96; car. 7.05.	97.1 318-6	11.3 37-0	5.30 25-6	.....		Hv. 7.05
80	VILLE-DE-MARSEILLE, M. 1895	I	1895	A & J Langes	F; hél; 7 comp; spard; G. 14m32; ½ p. F 1½ p. PP; 1 p. P; grp. 65; car. 10.07.	95.1 312-0	10.2 33-6	5.02 16-5	.....	Marseille	Mrs. 10.07
81	VILLE-DE-MARSEILLE	I	1895	Chantiers de la Loire Nantes	A-F; hél; 5 comp; spard; R. R. 10m; & 18m; R. 24m50; G. 14m; 2 p. A; rp. 03; car. 8.06	93.0 311-8	11.6 38-0	5.37 17-8	.....	Le Havre	Hv. 8.06
82	VILLE-DE-MARSEILLE ex-CORSE, Boulogne 1895	II	1895	Glasgow	F; hél; 5 comp; spard; R. R. 5m50; 1 p. F; 1 p. P; grp. 93; rp. 04; car. 12.06.	79.6 261-0	9.2 30-2	4.72 15-6	.....	Dunkerque	Dk. 12.06
83	VILLE-DE-NANTES ex- 141er, Halgand, 12.06	I	1895	Flensburger Schiff- bau-Gesellschaft Flensburg	F; hél; 6 comp; spard; R. 3m05; (WB. T. X. 250 t; R. 73 t; C. R. 7 t.); car. 5.06; rp. 06.	72.75 238-8	10-67 33-1	7.47 24-3	.....	St-Nazaire	Nt. 5.06
84	VILLE-DE-NAPLES, ELECTR. Dupello, 1895	I	1895	Glasgow	F; hél; 7 comp; spard; G. 14m32; R. 100 t; 1½ p. F; ½ p. PP; 1 p. P; rp. 05; car. 6.07.	95.7 314-0	10.4 34-3	5.18 17-0	.....	Marseille	Mrs. 6.07



ARMATEURS		SURVEILLANCE SPECIALE	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
			TYPE	DATE DU CERTIFICAT	NOMBRE	CYLINDRES		Force nominale en chevaux vapeur	NOMBRE de tours	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		PRESSION C. aut. r. h. e. C. aut. auxil.	CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION					
						DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces							Diamèt.	Long.	NOMBRE surdegrip en mètre carr.	NOMBRE surde chauffe en mètres carrés en pieds carrés							
																				31	32	33		
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38					
73	Compagnie des Bateaux à vapeur du Nord	✠	Comp. (9.06)	2	82 - 160 32.6 - 63 PS. 9.06	100 39.3	250 1900	Forges & Chantiers Marseille 1881	Dk. 9.06	✠	2 C	3.48 13-1	3.11 10-2	6 120	308 3312	6 85	5-71	Cie Gle Transatlan- tique Penhoët 1894	Dk. 9.06 p.c. 9.06 v.c. 9.06					
74	Compagnie des Bateaux à vapeur du Nord	.	Tr. Exp. (4.07)	3	47 - 76 - 122 18.5 - 30 - 48 PS. n. 4.07	84 33	150 600 78	Wallsend Slipway & Engineering Co Ltd Newcastle o/T. 1889	Dk. 4.07	.	1 C	4.75 15-7	3.25 10-8	3 75	221 2376	11 157	Ateliers de Pro- vence Marseille 1899	Dk. 4.07 v.c. 4.07 p.c. 4.07						
75	Société Nouvelle des Pé- cheres à vapeur	.	Comp. (10.06)	2	45 - 76 17.7 - 30 PS. 9.06	42 16.6	280 170	E. de la Brosse & Fouche Nantes 1898	Rx 9.07	.	1 C	2.93 9-8	3.09 10-2	2 37	340 1036	7 100	E. de la Brosse & Fouche Nantes 1898	Rx 9.07 v.c. 10.06						
76	Roussel et Dupont	✠	Comp. (4.05)	2	30 - 53 12 - 21 PS. 4.05	34 13	40 130 160	Boulet & Co Paris 1891	Chb. 4.05	✠	1 C	2.16 7-1	2.50 8-3	1 15	140 640	8 114	Boulet & Co Paris 1891	Chb. 4.05 v.c. 4.05						
77	Compagnie des Bateaux à vapeur du Nord	.	Comp. (9.07)	2	65 - 125 25.6 - 49.2 PS. n. 04, v. 6.06	84 33	141 565	Société John Cocke- rill Seraing 1877	Dk. 9.07	✠	1 C	4.50 14-9	3.38 11-1	3 52	482 —	5.62 80	John Readhead & Co South-Shields 1885	Dk. 9.07 v.c. 9.07 p.c. 9.07						
78	Compagnie des Bateaux à vapeur du Nord	.	Comp. (9.06)	2	82 - 160 32.6 - 63 PS. 9.06	100 39.3	250 1000 63	Forges & Chantiers Marseille 1881	Dk. 9.06	.	2 C	3.93 13-1	3.11 10-2	6 121	308 3312	6 85	5-71	Cie Gle Transatlan- tique St-Nazaire 1894	Dk. 9.06 p.c. 9.06 v.c. 9.06					
79	.....	✠	Tr. Exp. (9.03)	3	61 - 102 - 166 24 - 40 - 65 PS. 2.03	112 44	325 1460 70	Ateliers & Chantiers de la Loire Nantes 1895	.....	✠	2 CD	3.66 12-0	5.00 16-5	8 125	11.60 4699	11.25 160 12-171	Ateliers & Chantiers de la Loire Nantes 1895	Hv. 03 v.c. 03						
80	Compagnie Générale Transatlantique (à Paris)	✠	Comp. (4.05)	2	108 - 204 42.5 - 80 PS. n. 8.03; v. 4.05	122 48	500 2000 70	A. & J. Inglis Glasgow 1880	Mrs. 4.05	✠	2 CD	4.20 13-9	5.60 18-4	12 253	23.44 6194	6 85	4-57	Ateliers de Penhoët St-Nazaire 1904	Mrs. 4.05 v.c. 4.05 p.c. 4.05					
81	Chargeurs Réunis	✠	Tr. Exp. (8.03)	3	61 - 102 - 166 24 - 40 - 65.3 PS. n. 10.05	112 44	365 1460 70	Ateliers & Chantiers de la Loire Nantes 1895	Hv. 8.06	✠	2 CD	3.66 12-0	5.00 16-5	8 125	11.60 4700	11.2 160 3.5-50	Ateliers & Chantiers de la Loire Nantes 1895	Hv. 8.06 v.c. 03						
82	Compagnie des Bateaux à vapeur du Nord	.	Comp. (8.03)	2	86 - 172 34 - 68 PS. 8.05	84 33	200 700 70	R. Elder Glasgow 1869 grp. 1893	Dk. 8.05	.	2 C	3.27 10-9	3.70 12-2	6 148	13.75 3240	6 85	4-5-64	Société John Cocke- rill Seraing 1890	Dk. 03 v.c. 03					
83	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (11.03)	3	55 - 94 - 173 21.5 - 37-68 PS. 1.05	99 39	1200 72	Flensburger Schiff- bau Gesellschaft Flensburg 1884 transf. 1903	Nt. 5.06	✠	2 C	4.20 13-10	3.55 11-0	6 101	9.38 2738	12.6 180 12.6-180	Geo. Clark Ltd Sunderland 1903	Nt. 5.06 v.c. 03 p.c. 1.05						
84	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (6.05)	3	76 - 124 - 203 34 - 49 - 80 PS. 6.07	122 48	600 2400 75	A. & J. Inglis Glasgow 1881 transf. St-Nazaire 1897	Mrs. 6.07	✠	2 CD	4.20 13-9	5.60 18-4	12 233	21.66 6086	11.2 160 4.2-60	Comp. Gle Trans- atlantique St-Nazaire 1897	Mrs. 6.07 p.c. 6.07 v.c. 6.05						



VIL																		
SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER — WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN FEET & INCHES	DEPTH IN FEET & INCHES	PORT OF REGISTRY	LAST SURVEY	
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.										
	DATE OF TERM						U.	U.										
	1	2	3				4	5										6
✠	85	VILLE-D'ORAN, ELECTR. Gaubert. (5.06) 79-99	I	3/3,G 1.1. A.&C.P.	Bk 3 P-S	1811 94 1795	Frq	80 V.06	80	W. Richardson & Co F; Low-Wetker. T. G. 14m02; 1 p. F; 2 p. PP; 96; car. 6.07.	A; hél; 7 comp; spard; R. R. 26m73; 19 1/2 t.; C. R. 5 t.);	95.6 313-8	10.4 34-3	5.20 24-5 17-0	.....	Marseille	Mrs. 9.97	
✠	86	VILLE-DE-PAIMBOEUF, Perrin. (7.07)	II	3/3,R 1.1.	1 m	106 7 85	Frq	02 V.07	02	Cie Française de con- structions Nantes	A; hél; 6 comp; R. 13m; (W. C. A. 10 1/2 t.; C. R. 5 t.);	27.11 89-0	5.41 17-9	2.24 7-4	.....	Nantes	Nt. 7.07	
	87	VILLE-DE-PAIMPOL, Cadin. (7.96) Remorqueur.	II	— —	1 m	33 3 26	Frq	93 V.96	93	Blasse Nantes	A; hél; 4 comp; p. PP; car. 7.96.	19.26 63-2	4.02 12-2	1.72 5-8	.....	Paimpol	Pmp. 96	
✠	88	VILLE-DE-PARIS, . . . . (8.03)	I	3/3,L 1.1.	2 m 3 P-B-S	5020 3261 3694	Frq	03 V.06	03	Chantiers de France Dunkerque	A; hél; 6 comp; spard; R. 31m; W. cell. 824 t.);	27.11 89-0	5.41 17-9	2.24 7-4	.....	Le Havre	Dk. 63	
✠	89	VILLE-DE-PERNAMBUCO, Couen. (3.01)	I	— —	B-G 2 P-B	2169 1200 1970	Frq	82 V.01	82	Forges & Chantiers La Seyne	F; hél; 6 comp; R. 25m55; R. 31m; W. G. 12m30; 2 p. F; rp. 86; car. 8.07.	27.11 89-0	5.41 17-9	2.24 7-4	.....	Marseille	Maur. 93	
✠	90	VILLE-DE-ROCHEFORT (ex- Ville-de-Buenos-Ayres). Lemmens. (7.07)	I	3/3,L 1.1. A.&C.P.	B-G 2 P-B	2663 1201	Frq	82 V.07	82	Forges & Chantiers La Seyne	F; hél; 6 comp; R. R. 8m97; R. 24m34; G. 12m30; 2 p. F; grp. 94; rp. 94; car. 7.07.	27.11 89-0	5.41 17-9	2.24 7-4	.....	Dunkerque	Dk. 7.07	
✠	91	VILLE-DE-ROUEN, Le Léger. (3.07) 92-05	I	3/3,L 1.1. A.&C.P.	2 m 3 P-H	4721 3520 3711	Frq	03 V.07	03	Forges & Chantiers Le Havre	A; hél; 7 comp; aventingd; R. 6m; 16m & 3m; W. cell. 772 t.; C. R. 47 t.; C. A. 76 t.; 2 p. A; car. 8.07; rp. 07.	104.52 357-0	14.50 47-7	7.45 24-5	42	Rouen	Rgs. 8.07	
✠	92	VILLE-DE-ROUEN, Let. ELECTR. Drague. (2.94)	I	— —	.....	404 268	Frq	94	94	Lyon H. Sais	A; 2 hél; 9 comp. R. 6m60; p. b.	45.29 145-4	10.30 33-10	3.09 10-2	.....	Rouen	Mrs. 94	
	93	VILLE-DE-ST-NAZAIRE, Loréal. (12.05)	II	3/3,R 1.1.	1 m	106 7 86	Frq	02 V.06	02	Cie Française de Con- structions Nantes	A; hél; 6 comp; R. 13m; (W. C. A. 10 1/2 t.; C. R. 5 t.); rp-car. 12.06	27.11 89-0	5.41 17-9	2.24 7-4	.....	Nantes	Nt. 12.06	
✠	94	VILLE-DE-STRASBOURG, Langhette. (9.07)	I	3/3,L 1.1. A.&C.P.	G 3 m 2 P-B-S	2167 1379	Frq	83 V.05	83	Jas. Laing & Co Sunderland	F; hél; 7 comp; R. 12m20; W. T. cale A. 40 t; cale. R. 60 t; W. A. 194 t; R. 88 t.; 1 p. F; 1 p. P.99; rp-car. 9.07.	89.9 295-0	11.5 37-9	7.05 27-1 20-8	.....	Dunkerque	Dk. 9.07	
✠	95	VILLE-DE-TARRAGONE, Duron. (10.03) 85-00	I	3/3,L 1.1. A.&C.P.	G 3 m 2 P-B-S	1499 925	Frq	83 V.03	83	R. Thompson & Sons Sunderland	F; hél; 5 comp; spard; R. 12m20; W. cale A. & R. 211 t.; 1 p. F; 1 p. P; rp. 03; car. 8.06.	75.3 240-5	19.2 33-6	7.05 24-1 17-2	.....	Le Havre	Hv. 8.06	
✠	96	VILLE-DE-TUNIS, ELECTR. Lemoine. (8.04)	I	3/3,G 1.1.	Glt 3 P-S	1933 1071 1873	Frq	84 V.04	84	Cie Générale Trans- atlantique St-Nazaire	F; hél; 7 comp; spard; R. 6m20; G. 14m; R. A. 31m; R. R. 20m; 1/2 p. F; 2 1/2 p. PP; rp. 07; car. 2.07.	99.5 326-6	10.6 35-0	7.05 24-1 17-2	.....	Marseille	Mrs. 2.07	

N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS							LAST SURVEY				
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	INDICATED Horse power nominal REVOLUTIONS			BUILDERS — PORT AND DATE of CONSTRUCTION	SHELL Diamet.   Length — IN METERS IN FEET AND INCHES	Furnaces NUMBER grate surface in sq. meters in sq. feet	heating surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey boiler.	MAKERS — PORT AND DATE of CONSTRUCTION						
					DIAMETERS — IN CENTIMETERS IN INCHES	PS.		26	27							31	32	33	34	35	36	37
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
85	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (5.06)	3	78 - 107 - 203 30.7 - 42 - 80 PS. 6.07	123 48	550 2200 68	W. J. Richardson & C <sup>n</sup> Low-Walker 1880 transf. 1889	Mrs. 5.06	✠	3 C	4.1 13-7	3.20 10-6	6	12.75 137	585 6290	10 142 4-57	Cie Gle Transatlan- tique St-Nazaire 1900	Mrs. 6.0 v.c. 5.0			
86	Messageries de l'Ouest	.	Comp. (7.07)	2	36 - 64 14 - 25	30 12	50 200 190	Sté de Touage et de Remorquage Creil 1902	Nt. 7.07	.	1 C Orielle	2.85 x 2.09 x 2.05 9-4 x 6-10 x 6-9	1	2.92 31	132 1419	10 142	Cie Française de constructions navales Nantes 1902	Nt. 7.07 v.c. 7.07				
87	Francisque Gicquel	.	Comp. (7.96)	2	25 - 40 9.8 - 15.8	32 12.7	15 60 180	Jollet & Babin Nantes 1882	.....	.	1 C	1.77 6-10	2.00 6-7	1	1.06 11 1/2	29.40 316	7 100	de la Brosse & Fouché Nantes 1903	Nt. 03 v.c. 96			
88	Cie Havraise Péninsulaire de Navigation à Vapeur	✠	Tr. Exp. (11.03)	3	63 - 107 - 180 25 - 42 - 71	122 48	2200 70	Caillard & Co Le Havre 1903	.....	✠	3 C	4.11 13-6	3.58 11-9	9	14.25 153	579 6226	13 186 7-100	Caillard & Co Le Havre 1903	Hv. 03			
89	Messageries Maritimes	.	Comp. (3.01)	2	82 - 160 32.3 - 63	100 39.3	250 1000	Forges & Chantiers Marseille 1882	.....	✠	2 C	3.98 13-1	3.11 10-2	4	11.20 120	308 3212	5.25 74 5.5-78	Forges & Chantiers Le Havre 1893	Hv. 01 v.c. 01			
90	Compagnie des Bateaux à vapeur du Nord	.	Comp. (7.07)	2	83 - 160 32.6 - 63 PS. 7.07	100 39.3	250 1000	Forges & Chantiers Marseille 1881	Dk. 7.07	✠	2 C	3.98 13-1	3.11 10-2	6	11.20 120	308 3312	6 85	Cie Gle Transatlan- tique. Penhoët 1894	Dk. 7.07 P.C. 7.07 v.c. 7.07			
91	Soc. de Vapeurs Longs-Courriers (Prentout-Leblond & Leroux)	✠	Tr. Exp. (3.07)	3	63 - 109 - 183 27-43-72 PS. 3.07	114 45	1800 70	Caillard & Co Le Havre 1903	Av. 3.07	✠	3 C	4.20 13-10	3.24 11-0	9	19.62 211	564 5064	13 185	Caillard & Co Le Havre 1903	Av. 3.07 P.C. 3.07 v.c. 3.07			
92	Administration des Ponts et Chaussées	✠	2 Comp. (2.94)	4	51 - 87 20 - 34.3	50 19.6	142 568 120	Henri Sâtre Lyon 1894	.....	✠	2 C	2.74 9-0	2.82 9-3	4	5.54 59	160 1722	7 100	Henri Sâtre Lyon 1894	Mrs. 97			
93	Messageries de l'Ouest	.	Comp. (12.06)	2	36 - 64 14 - 25 PS. 12.06	30 12	50 200 200	Sté de Touage et de Remorquage Creil 1902	Nt. 12.06	.	1 C Orielle	2.85 x 2.09 x 2.05 9-4 x 6-10 x 6-9	1	2.92 31	132 1419	10 142	Cie Française de Constructions navales Nantes 1902	Nt. 12.06 v.c. 12.06				
94	Cie des Bateaux à vapeur du Nord	✠	Comp. (9.07)	2	64 - 163 24 - 65.5 PS. n. 9.07	107 42	180 720	Geo. Clark Sunderland 1883	Dk. 9.07	✠	2 C	4.42 14-6	3.20 10-6	6	32.84 353	420 4516	11.25 160	Chantiers de Pro- vence Marseille 1902	Dk. 9.07 P.C. 9.07 v.c. 9.07			
95	Cie Havraise Péninsulaire de Navigation à vapeur	✠	Comp. (10.03)	2	81 - 152 32 - 60 PS. 10.03	99 39	187 750	Geo. Clark Sunderland 1883	Hv. 8.06	✠	1 C	4.24 13-11	3.70 12-2	3	4.24 45	210 2258	6 86 5-71	Caillard & Co Le Havre 1903	Hv. 8.06 v.c. 03 P.C. 8.06			
96	Compagnie Générale Transatlantique (à Paris)	✠	Tr. Exp. (10.04)	3	76-124-203 30-49-80 PS. 2.07	122 48	600 2400 75	Cie Générale Trans- atlantique St-Nazaire 1884 Transf. 1897	Mrs. 3.07	✠	2 CD	4.20 13-9	5.60 18-4	12	21.66 233	566 6086	11 157 4.2-60	Cie Générale Trans- atlantique St-Nazaire 1897	Mrs. 04 v.c. 04 P.C. 04			

## VIZ

SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈLEMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIEAUX PROPULSEUR			LONGUEUR EN MÈTRES EN PIEDS & POUCES	LARGEUR EN MÈTRES EN PIEDS & POUCES	CREUX EN MÈTRES EN PIEDS & POUCES	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.				COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS								
	DATE DU TERME							U.													
	1	2	3	4	5	6		7	8				9	10	11						
✠	97	VILLE-DE-VALENCIEN- NES, <i>Hervé</i> . (9.05)	■	B 3, L 1.1.			Glt 2 P-S	1734 1055 1569		Frq	97 V.05	J. Readhead & Sons. South-Shields	A; <i>hél</i> : 5 comp; <i>spard</i> : R. 13m41; (WB. cell. 477 t.); 1 p. F; 1 p. A; rp.05; car.1.07.	83.61 274-4	10.9 36-0	7.10 23 6	.....	Dunkerque	Bx 1.07		
✠	98	VILLE-DU-HAYRE, ELECTR. <i>Pruel</i> . (12.03) — - 04	■	3/3, L 1.1.			3 m 3 P-B-S	5026 3271 3694		Frq	03	Chantiers de France Dunkerque	A; <i>hél</i> : 8 comp; <i>spard</i> : R. 12m50; (WB. cell. 819 t.); 2 p. A; 1 p. A. & b. car.6.06.	118.30 388-2	14.58 47-10	9.97 32-9	49 54½	Le Havre	Hv. 6.06		
	99	VILLEQUIER (ex-Endy- mion), <i>Bayle</i> . (6.05)	■	3/3, L 1.1.			2 m 2 P	2309 1447		Frq	80 V.05	Palmer & Co Newcastle u/T.	F; <i>hél</i> : 7 comp: D. 9m20; R. 18m40; G. 10m70; (WB. cell. 267 t.); car.3.07; rp.07.	89.20 292-8	12.03 39-6	7.19 23-7	.....	Marseille	Bx 3.07		
	100	VILNA (ex-Castilian), <i>Muñoz</i> . (7.03) 89 - 03	■	—	—		Glt 2 P	632 441		Arg	62 V.03	Harland & Wolff Belfast	F; <i>hél</i> : 6 comp: D. 10m50; R. 25m; G. 10m60; 1 p. F; 1 p. b; grp.02; car.7.03.	73.0 239-6	7.45 24-6	4.88 16-0	.....	Buenos-Ayres	B-A. 04		
✠	101	VILVORDE, <i>Desmet</i> . Remorqueur. (6.05)	■	3/3, I 1.1.			1 m bsc	49		Big	99 V.05	Sté An. des Ateliers, Forges & Aciéries Bruges	A-F; <i>hél</i> : 4 comp; 1 p. F; car.6.05.	19.80 65-0	4.30 14-1	2.35 7-9	.....	Bruxelles	Av. 6 05		
✠	102	VINE-BRANCH (ex-Clan- Shaw), <i>Ritson</i> . (2.01) ELECTR. 78 - 98 <i>Farret</i> . Refrigerating plant.	■	3/3, L 1.1.			Glt	3442 2177 2950		Ang	96 V.01	W. Doxford & Sons (Ld) Sunderland	A; <i>hél</i> : 7 comp; G. 9m75; (WB. cell. 679 t; W. T. 637 t); 1 p. A; rp. 07; car.10.04.	103.68 340 2	13.86 45 6	7.50 24 7	.....	Sunderland	Syd.7.07		
✠	103	VINGA, <i>Lörgeist</i> . (4.05)	■	3/3, G 1.1.			Glt	749 564		Sds	00 V.03	Lindholmens Werks- stad Göteborg	A; <i>hél</i> : 5 comp; <i>welld</i> : ½ D. 28m50; R. 5m80; G. 6m70; (WB. cell. 215 t; C.R. 9 t.); 1 p. A; rp.03; car.10.07.	57.62 189-1	9.27 30-5	3.78 12-5	13 ½ 15 ½ 18 ½	Göteborg	Got. 10.07		
✠	104	VIOLE, ..... (7.98)	■	—	—		Glt 1 P-B	772 483 649		Alm	79 V.98	Flensburger Schiff- bau-Gesellschaft Flensburg	F; <i>hél</i> : 5 comp: D. 35m35; G. 8m23; (WB. A. 65 t; R. 92 t.); p.S; car.7.98	58.79 192-9	8.61 28-2	4.82 15-8	.....	Hamburg	Hbg 98		
✠	105	VIRGINIE (ex-Malou), ELECTR. <i>Brevet</i> . (7.07) 93 - 07	■	3/3, L 1.1.			3 m 2 P-B S	5330 3162 4058		Frq	04 V.07	Forges & Chantiers de la Méditerranée La Seyne	A; <i>hél</i> : 7 comp; <i>spard</i> : D. 73m00; R. 2m60; G. 22m60; (WB. cell. 1238 t); car.7.07; rp. 07.	109.18 358 2	14.06 49-2	8.19 26 10	56½ 62½	Le Havre	Av. 8.07		
✠	106	VIRGO, <i>Malmberg</i> . (6.06) ELECTR.	■	3/3, G 1.1.			Glt	445 281 332		Sds	93 V.06	Helsingörs Jernskäbs Byggeri Elseneur	A; <i>hél</i> : 5 comp; <i>welld</i> : D. 23m17; R. 4m57; G. 8m54; (WB. E. B; R. 61 t; C. A. 16 t; C. R. 12 t.); 1 p. A; rp.07; car. 7.07.	44.50 146 0	7.47 24-6	3.90 12 9	10 ½ 12 0 15.0	Göteborg	Got. 7.07		
✠	107	VISBORG, <i>Hallengren</i> . (3.04)	■	3/3, P 1.1.			Glt	281 213		Sds	93 V.91	Thorskögs Mekan. Verkstad Thorskög	A; <i>hél</i> : 5 comp; ½ D. 8m60; R. 4m57; (WB. 102 t; C. A. 8 t; C. R. 5 t.); 1 p. A; alg.10; rp-car.7.06.	37.34 122-6	6.94 22-9	3.50 11-6	.....	Malmö	Stkh. 7.06		
✠	108	VIZCAYA (ex-Chusan), <i>Goitizolo</i> (4.03)	■	3/3, A 1.1.			Glt 2 P-S	1007 719 914		Amr	90 V.03	Blohm & Voss Hamburg	A; <i>hél</i> : 5 comp; <i>spard</i> : R. 23m50; (WB; cell. 149 t.); 1 p. T; 1 p. A; grp. 92; rp-car. 4.03.	66.15 217-0	9.20 29-7	5.33 17-6	63 ½ 66.0 69 ½	Manille	Shg. 03		

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



ARMATEURS		SURVEILLANCE SPECIALÉ	MACHINES										CHAUDIÈRES										DATE DE VISITE DES CHAUDIÈRES	
19	20		21	TYPE	DATE DU CERTIFICAT	23	CYLINDRES		25	26	CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	29	30	ENVELOPPE		FOYERS		35	CONSTRUCTEURS	37	38		
							DIAMÈTRES	COURSE des pistons							Diamèt. Long.	NOMBRE	sur grille en mètre carré en pied carré	PRESSION						LIEU & ANNÉE de CONSTRUCTION
22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38								
97	Cie des Bateaux à vapeur du Nord	✠	Tr. Exp. (9.05)	3	58 - 95 - 156 23-37.5-61.5 PS. 1.07	99 39	250 1300 65	J. Readhead & Sons South Shields 1897	Bx. 1.07	✠	2 C	4.27 11-0	3.15 10-4	6 83	350 3766	11.2 160 5.6-80	J. Readhead & Sons South Shields 1897	Dk. 9.05 v.c. 9.05 p.c. 9.05						
98	Cie Havraise Péninsu- laire de Navigation à Vapeur	✠	Tr. Exp. (2.04)	3	63 - 107 - 180 25 - 42 - 71 PS. 6.06	122 48.5	2200 72	Caillard & Co Le Havre 1904	Hv. 04	✠	2 C	4.11 13-6	3.58 11-9	9 153	579 6226	15 185 7-100	Caillard & Co Le Havre 1904	Hv. 6.06						
99	J. B. Dallest	.	Comp. (6.05)	2	79 - 173 31 - 68 PS. 3.07	114 45	242 900 70	Palmer & Co Newcastle 1880	N.C. 7.07	.	2 C	4.42 14-6	3.05 10-0	6 121	349 3749	7.3 104	Palmer & Co Newcastle 1880	Dk. 6.05 v.c. 6.05 p.c. 6.05						
100	Bossio & Camuyrano	.	Comp. (7.03)	2	61 - 117 24 - 46 PS. 7.03	91.4 36	90 360 68	John Jones & Sons Liverpool 1883	.....	.	1 C	4.15 13-2	3.50 11-5	3 55	75 767	5.2 75	Lindsey, Burnet & Co London 1901	B-A. 03 v.c. 03						
101	Soc. an. du Canal et des Installations Maritimes	✠	Comp. (6.05)	2	25 - 45 10 - 18 PS. n. 6.05	30 12	25 100 160	Sté anonyme Mar- cinelle & Couillet Couillet 1899	Av. 6.05	✠	1 C	2.20 7-3	2.80 9-2	1 17	50 538	9.5 135	A. F. Smulders & Co Grâce-Berleur 1899	Av. 6.05 v.c. 6.05						
102	Nautilus S. S. Co Ltd (F. & W. Ritson)	✠	Tr. Exp. (2.01)	3	66 - 107 - 173 26 - 42 - 68 PS. n. 6.02; v. 10.04	107 42	350 1600 67	W. Duxford & Sons (Ld) Sunderland 1896	Card. 04	✠	2 C	4.04 13-3	3.50 11-6	4 84	326 3500	11.2 160 6.3-90	W. Duxford & Sons (Ld) Sunderland 1896	Mar. 11.80 v.c. 01						
103	Ångfartygs-Aktiebolag « Commerce » (W. Lundqvist)	✠	Tr. Exp. (4.05)	3	36 - 61 14 - 24 PS. 10.07	69 27	500 105	Lindholmens Werk- stad Göteborg 1900	Got. 10.07	✠	1 C	3.89 12-9	3.03 10-0	3 48	140 1510	12.6 180 6.3-90	Lindholmens Werk- stad Göteborg 1900	Got. 5.07 p.c. 5.07 v.c. 4.05						
104	A. Kirsten	.	Comp. (7.98)	2	68.5 - 122 27 - 48	76 30	90 420	Flensburger Schiff- bau-Werke Flensburg 1879	.....	.	2 C	3.10 10-2	2.72 8-11	4 49	4.55 70	4.92	Flensburger Schiff- bau-Werke Flensburg 1879	Hbg. 98 v.c. 98						
105	Cie Générale Transat- lantique	✠	Triple (7.07)	3	67 - 104 - 165 27 - 41 - 65 PS. 7.07	110 40	575 2300 80	Forges & Chantiers de la Méditerranée Marseille 1903	Hv. 7.07	✠	3 C	4.50 14-9	3.20 10-6	9 230	648 6975	11.2 160	Forges & Chantiers de la Méditerranée La Seyne 1903	Hv. 7.07 v.c. 7.07						
106	Ångfartygs Aktiebolag « Stella » (Th. Aren- berg)	✠	Tr. Exp. (6.06)	3	34 - 54 - 91.4 15.5 - 21.5 - 36 PS. 5.04	61 24	70 315 98	Helsingörs Maskin- Byggeri Elseneur 1893	Got. 6.06	✠	1 C	3.35 11-0	3.05 10-0	2 36	3.34 1175	11.2 160 6.3-90	Helsingörs Maskin- Byggeri Elseneur 1893	Got. 7.07 p.c. 7.07 v.c. 6.06						
107	Axel Ödmann	✠	Comp. (3.04)	2	30.5 - 51 12 - 20 PS. 4.02	40.5 16	40 160	Thorskogs Mek. Workstad Thorskog 1893	Stkh. 7.06	✠	1 C	2.31 7-7	2.33 7-8	2 120	1.86 120	8.4	Thorskogs Mek. Workstad Thorskog 1893	Mlm. 04 v. c. 04						
108	Ant. McLeod	✠	Tr. Exp. (4.03)	3	39 - 61.5 - 100 15-24-39.5 PS. n. 4.03	84 33	120 500 88	Blohm & Voss Hamburg 1890	.....	✠	1 C	3.52 11-5	3.14 10-3	2 50	4.62 1451	11.2 160 6.3-90	Blohm & Voss Hamburg 1890	Shg. 03 v. c. 03						



VUL

VOL																							
SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS		LENGTH	BREADTH	DEPTH	FREE BOARD SUMMER WINTER W.N.A.	PORT		LAST
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.			U.	PORT OF BUILDING	PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECK REPAIRS						OF REGISTRY		
	DATE OF TERM			IN FEET & INCHES																			
	1	2	3	4	5	6			7	8			9	10	11	12					13	14	
+	109	VIZZAVONE,.... (10.04)	I	3/3,P A.&C.P.	1.1.	2 m	289 97 229	Frç	04	Cie Française de Constructions Na- vales Arles	A; hél; 7 comp; pont surélevé; ½ D. 8m; R.11m50; G. 5m71;rp-car.1.07.	44.84 147-2	6.23 20-5	3.56 11-8	.....	Marseille	Mrs.1.07						
+	110	VLAANDEREN-III,..... Pump hopper dredger. (2.97)	I	—	—	1 m	754	Blg	97	J. & K. Smit Kinderdijk	A; 2 hél; 14 comp; 1 p. A.	56.00 183-9	10.00 32.10	4.30 14-1	.....	Ostende	Rd. 97						
+	111	VLAANDEREN-IV, De Wulf. (4.97) Pump hopper dredger.	I	—	—	1 m	754	Blg	97	J. & K. Smit Kinderdijk	A; hél; 14 comp; 1 p. A.	56.00 183-9	10.00 32-10	4.30 10-10	.....	Ostende	Av. 98						
•	112	VLIELAND, Havinga. (7.05)	I	3/3,L	1.1.	2 m	2022 1209 1777	P-B	00 V.05	Campbeltown Ship- building Co Campbeltown	A; hél; 5 comp; D. 8m54; R. 16m15; G.9m; (WB.453 t.); 1 p. A;car.5.07.	86.00 282-2	12.24 40-1	5.84 19-2	41 ½ 44 ½ 46 ½	Rotterdam	Rd. 5 07						
+	113	VOLGA,..... (10.05)	I	—	—	2 m	1382 829 1048	Ang	01 V.05	Russell & Co Port-Glasgow	A; hél; 5 comp; ½ awningd; (WB. cell. 353 t. & C. R. 53 t.); 2 p. A; car.6.06.	72.27 237-2	10.47 34-5	4.50 14-9	.....	.....	Bx 6.06						
+	114	VOLJSKAIA-XXXVII,..... ELECTR. Drague. (7.00)	I	—	—	—	245	Rss	00	Werf Conrad Haarlem	A; aub; 7 comp; ½ D. 12m; R. A. 26m; p. A.	39.00 128-0	7.00 23-0	1.50 4-11	.....	Kasan	Am. 00						
+	115	VOLJSKAIA-XXXVIII. ELECTR. .... (7.00) Drague.	I	—	—	—	245	Rss	00	Werf Conrad Haarlem	A; aub; 7 comp; ½ D. 12m; R. A. 26m; p. A.	39.00 128-0	7.00 23-0	1.50 4-11	.....	Kasan	Am. 00						
+	116	VOEDINGBORG (ex-Urania), Petersen. (12.04) 97-02	I	3/3,L P. R. A.&C.P.	1.1.	Glt 1 P-B	1372 863 921	Dan	94 V.04	Flensburger Schiff- bau-Gesellschaft Flensburg	A; hél; 5 comp; welld; ½ D.23m67; R. 32m67; G. 7m15; (WB.cell.355 t.); 1 p. A; car. 1.06; rp. 07.	70.63 231-7	10.37 34-0	5.15 16-11	10 ½ 13 15	Copenhagen	Rd. 9.07						
+	117	VOSTOCK, Atkins. (5.94) ELECTR.	I	—	—	Glt	754 513 626	Rss	94	R. & W. Hawthorn, Leslie & Co Hebburn	A; 2 hél; 6 comp; ½ D.21m34; R.8m99; R. A. 5m49; G. 7m93; (WB. 185 t.); 1 p. A.	64.01 210-0	8.54 28-0	3.71 12-2	.....	Astrakhan	N-C. 94						
+	118	VTOROI, Ruhe. (6.99) ELECTR. Drague.	I	—	—	1 m	558 257 533	Rss	99	V. Simons & Co Ld Renfrew	A; 2 hél; 6 comp; R. R. 1m82; G. 6m90; 1 p. PP.	50.29 165-0	10.70 35-2	3.80 12-5	==	St-Peters- bourg	Gls. 99						
+	119	VULCANUS, Vegter.(3.07) ELECTR.	I	3/3,L A.&C.P.	1.1.	2m 2P	1818 1118 1639	P-B	06	Nederland. Scheeps- bouw Mij Amsterdam	A; hél; 7 comp; D. 5m35; R. 38m50; G. 10m92; (WB. 412 t.); 2 p. A; car. 7.07.	87.40 285-9	12.24 40-2	5.69 18-8	.....	Amsterdam	Am. 7.07						

N. B.— The Marks —→ indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS								LAST SURVEY	
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE POWER nominal INDICATED REVOLUTIONS		BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	NUMBER and DESCRIPTION	SHELL		FURNACES	PRESSURE Main Boiler, Donkey Boiler, in sq. feet	MAKERS — PORT AND DATE of CONSTRUCTION		
					DIAMETERS								Diamet.   Length — IN METERS IN FEET AND INCHES						
					IN CENTIMETERS IN INCHES														
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
109	Cie Marseillaise de Navigation à Vapeur (Fraissinet & Co)	✠	Comp. (10.04)	2	56 - 97 22 - 38	60 24	450 140	Cie Française de Constructions navales Lyon 1904	Mrs. 1.06	✠	2 Ni-clausse	1.20 4-0	1.67 5-6	2	5.68 61	186 2002	15 214	J. & A. Niclausse Paris 1904	Mrs. 04
110	Decloedt	✠	2 Tr. Exp. (2.97)	6	29 - 43 - 63.5 11.5 - 17 - 25	38 15	110 550 180	Koninklijke Mij « de Schelde » Flessingue 1897	.....	✠	1 C	4.57 15-0	3.05 10-0	3	5.30 57	188 2027	12.66 180	Koninklijke Mij « de Schelde » Flessingue 1897	Rd. 97
111	Decloedt	✠	2 Tr. Exp. (4.97)	6	29 - 43 - 63.5 11.5 - 17 - 25	38 15	110 550 180	Koninklijke Mij « de Schelde » Flessingue 1897	.....	✠	1 C	4.57 15-0	3.05 10-0	3	5.30 57	188 2027	12.66 180	Koninklijke Mij « de Schelde » Flessingue 1897	Rd. 97
112	Stoomvaart Mij « Triton » (W. Ruijs & Zonen)	•	Tr. Exp. (7.05)	6	56 - 84 - 135 22-33-52 PS. n. 04, v 5.06	91 36	174 800 60	Hudson & Son Ld Glasgow 1900	Rd. 5.06	•	2 C	3.63 12-11	3.05 10-0	6	9.67 104	245 2630	11.6 165 5.6-80	Hudson & Son Ld Glasgow 1900	Rd. 5.07 v.c. 7.05 P.C. 7.05
113	.....	✠	Tr. Exp. (10.05)	3	44 - 72 - 118 17.5-23.5-46.5 PS. 6.06	84 33	119 711 74	J. G. Kincaird & Co Greenock 1901	Bx 6.06	✠	1 C	4.42 14-5	3.28 10-9	3	6.03 65	160 1722	11.2 160 5.6-80	J. G. Kincaird & Co Glasgow 1901	Bx 10.05 v.c. 10.05 P.C. 10.05
114	Gouvernement Impérial de Russie	✠	Horiz. Comp. (7.00)	2	27 - 42 11 - 17	50 20	20 75 100	Gebr. Stork & Co Hengelo 1900	.....	✠	1 C locom	1.75 5-9	5.30 17-5	1	3.10 33	100 1076	6.33 90	Gebr. Stork & Co Hengelo 1900	Am. 00
115	Gouvernement Impérial de Russie	✠	Horiz. Comp. (7.00)	2	27 - 42 11 - 17	50 20	20 75 100	Gebr. Stork & Co Hengelo 1900	.....	✠	1 C locom	1.75 5-9	5.30 17-5	1	3.10 33	100 1076	6.33 90	Gebr. Stork & Co Hengelo 1900	Am. 00
116	Dampskibs-Selskabet af 1896 (C. K. Hansen)	✠	Tr. Exp. (12.04)	3	40.5-66-109 16-26-43 PS. n. 1.03	84 33	499 70	Flensburger Schiffbau-Gesellschaft Flensburg 1894	Cph. 1.06	✠	1 C	4.34 14-3	3.08 10-1	3	4.30 46	188 2025	11.6 163 6.3-90	Flensburger Schiffbau-Gesellschaft Flensburg 1894	Cph. 11.05 v.c. 04 P.C. 04
117	Eastern Steamship Co	✠	Comp. (5.94)	4	46 - 86 18 - 34	51 20	100 500 100	Ross & Duncan Glasgow 1894	.....	✠	1 C	3.66 12-0	3.75 12-3	3	5.20 56.6	184 1980	6.33 90	Ross & Duncan Glasgow 1894	N-C. 94
118	The Eastern Chinese Railway Co	✠	2 Comp. (6.99)	4	51 - 102 20 - 40	61 24	98 800 169	W. Simons & Co Ld Renfrew 1899	.....	✠	2 C	3.58 11-9	3.05 10-0	4	7.80 84	205.40 2211	8.4 120	W. Simons & Co Ld Renfrew 1899	Gls. 99
119	Koninklijke Nederlandsche Stoomboot Mij	✠	Triple (3.07)	3	53 - 83 - 140 21 - 33 - 55	90 35.5	200 1060 80	Nederl. Fabriek Amsterdam 1907	Am. 3.07	✠	2 C	4.00 13-2	3.41 11-2	6	8.40 90	334 3600	11.2 160 8.4-120	Nederl. Fabriek Amsterdam 1907	Am. 3.07

SUIVE LANCÉ SPÉC. ALLE	NAVIRES & CAPITAINES			CLASSIFICATION	GRÉMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR		LONGUEUR	LARGEUR	CREUX	FRANC- BORD ÉTÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU ou DATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					T.	R.				COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT							
	DATE DU TERME					U.					WATERBALLAST, PONTS RÉPARATIONS							
											EN MÈTRES EN PIEDS & POUCES							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
✠	1	W.-B.-SANDERS, . . . . Remorqueur. (6.05)	I	3/3, Lakes	1.1.	—	103	Amr	05	American Shipbuild- ing Co Cleveland (O.)	A; hél; 4 comp.	25.90 85-0	6.40 21-0	3.66 12-0	.....	Cleveland (O.)	Clv. 6.05	
✠	2	W.-C.-RICHARDSON, . . . . ELECTR. (6.02)	I	—	—	2 m 1 P-B	3818 2841	Amr	02	American Shipbuild- ing Co Cleveland	A; hél; 4 comp; D; ½ G; (WB. cell.).	107.90 354-0	14.62 48-0	8.54 28-0	.....	Cleveland	Clv. 02	
✠	3	W.-K.-BIXBY, . . . . ELECTR. (4.06)	I	3/3, Lakes	1.1.	2 m 2 P	5712 4407	Amr	00	American Shipb. Co Wyandotte	A; hél; 4 comp; (WB. DB. & side tanks	146.30 480-0	15.85 52-0	9.14 30-0	.....	Détroit	Clv. 4.06	
✠	4	W.-L.-BROWN, . . . . (5.01) ELECTR.	I	—	—	2 m 1 P-B	4993 3967	Amr	01	Chicago Shipbuild- ing Co South-Chicago	A; hél; 4 comp; 1 p. A.	131.06 430-0	15.40 50-2	7.42 24-4	.....	Cleveland	Clv. 01	
✠	5	WAGRAM, Zoonekynd. Chalutier. (5.06)	I	3/3,1 A.&C.P.	1	Kt 1 P	316 128 275	Frç	06	Smiths Dock Co Ld North-Shields	A; hél; 4 comp; 1 p. B; car. 8.07.	43.20 141-9	6.94 22-10	3.71 12-2	.....	Boulogne- s/Mer	Big. 8.07	
✠	6	WALLY, Nilsson. (6.07)	II	3/3,G	1.1.	G3m 1 P-B	450 321 409	Sds	92 V.07	Göteborgs Meka- niska Werkstads- Aktiebolag Göteborg	A; hél; 5 comp; R. 9m10; (WB. M. 62 t. C. A. 32 t; C. R. 10 t.); p. P; rp. 07; car. 6.07.	44.24 145-2	7.42 24-4	4.72 15-6	.....	Solvesborg	Grib. 6.07	
✠	7	WASA, Birring. (6.07)	I P. R.	3/3,G	1.1.	2 m	584 385 442	Sds	07	Eriksbergs Werk- stad Göteborg	A; hél; 4 comp; D. 15m65; G. 6m70; (WT. 164 t; C. R. 23 t; C. A. 28 t.); 1 p. A.	51.85 170-5	8.54 28-0	4.20 13-10	.....	Göteborg	Got. 6.07	
✠	8	WASHINGTON, Janssen. ELECTR. (6.06) Petrol. in bulk.	I P. R.	3/3, L A.&C.P.	1.1.	G3m 2 P-B-T	4171 2639 3855	Alm	94 III.06	Gie Vulcan Stettin	A; hél; 16 comp; D. 28m64; R. 7m; G. 10m54; (WB. E. & B. 86 t; C. A. 86 t; C. R. 28 t.); 2 p. A. rp-car. 6.06.	107.93 254-1	13.76 45-2	9.16 30-2	.....	Hamburg	Hbg. 6.06	
✠	9	WASHINGTON, Fromont. Remorqueur. (2.06)	I	3/3, L	1.1.	Clt	187 94 187	Blg	81 V.06	de Dekker Anvers	F; hél; 6 comp; p. P; rp-car. 2.06.	30.5 100-0	6.4 21-0	2.74 9-0	.....	Anvers	Av. 2.06	
✠	10	WATERGEUS-II, Verstre- Porteur. pen. (1.06)	I	3/3, P	1.1.	.....	330	Blg	97 V.06	L. Smit & Zoon Kinderdijk	A; hél; 10 comp; 1 p. A; car. 1.06.	41.45 136-0	7.32 24-0	3.45 11-4	.....	Anvers	Av. 1.06	
✠	11	WEEHAWKEN, Harding. ELECTR. 92 03 (8.05) Petrol. in bulk.	II	3/3,1 A.&C.P.	1.1.	G 3 m 2 P-T	2784 2101 2675	Ang	91 V.05	Sir W. G. Armstrong, Mitchell & Co Ld Low-Walker	A-F; hél; 12 comp; R. R. 38 t; R. 32 t; (WB. E. & B. 174 t; WT. X. 248 t; C. A. 88 t.); 1 p. A; 1 p. F; grp. 05; car. 8.07; rp. 07.	94.49 310-0	12.26 40-3	8.60 28-9	77 81 ½ 83 ½	Londres	N-C. 8.07	
✠	12	WENTA, Homann. (12.99) ELECTR. Hopper.	I	—	—	1 m	80	Rss	99	A. F. Smulders Rotterdam	A; hél; 10 comp.	42.00 137-10	8.50 27-11	3.50 11-6	.....	Odessa	Rd. 99	

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



## MACHINES

## CHAUDIÈRES

## ARMATEURS

MACHINES										CHAUDIÈRES									
SURVEILLANCE SPECIALE	TYPE	DATE DU CERTIFICAT	CYLINDRES		CONSTRUCTEURS	DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALE	TYPE	ENVELOPPE		FOYERS		CHAUDIÈRES		CONSTRUCTEURS	DATE DE VISITE DES CHAUDIÈRES			
			DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons cent. pouces					LIEU & ANNÉE de CONSTRUCTION	Diamèt. Long.	NOMBRE sur grille en mét. carr. en pieds carr.	surf. de chauffe en mètres carrés en pieds carrés	PRESSION Chaudi. princ. Chaudi. auxil.	LIEU & ANNÉE de CONSTRUCTION					
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		
+	Comp. (6.05)	2	51 - 102 20 - 40	76 30	—	AmericanShipbuild- ing Co Cleveland 1905	Clv. 6.05	+	1 C	3.50 11-6	4.20 14-0	2	5.50 57	—	3.8 125	AmerikanShipbuild- ing Co Cleveland 1905	Clv. 6.05		
+	Tr. Exp. (6.02)	3	51 - 84 - 137 20 - 33 - 54	102 40	1450 80	AmericanShipbuild- ing Co Cleveland 1902	.....	+	2 C	4.27 14-0	3.66 12-0	6	12.55 135	393 422	12 170	AmericanShipbuild- ing Co Cleveland 1902	Clv. 6.02		
+	Triple (4.06)	3	57 - 91 - 152 22.5 - 36 - 60	107 42	1600 80	Detroit Shipb. Co Detroit 1906	Clv. 4.06	+	2 C	4.19 13-9	3.50 11-6	4	8.55 92	432 4640	12.6 180	Detroit Shipb. Co Detroit 1906	Clv. 4.06		
+	Tr. Exp. (5.01)	3	58 - 97 - 163 23 - 38 - 64	102 40	1700	Chicago Shipbuild- ing Co South-Chicago 1901	.....	+	3 C	3.96 13-0	3.96 13-0	9	16.74 180	614 6606	12.6 180	John Mohr & Sons South-Chicago 1901	Clv. 6.01		
+	Tr. Exp. (5.06)	3	33 - 53 - 86 13 21 34	69 27	80 500 106	Shields Engineer- ing Co Ltd North-Shields 1906	N-C.5.06	+	1 C	3.88 12-9	3.20 10-6	3	4.64 50	135 1401	12.6 180	J. T. Eltringham & Co South-Shields 1906	N-C.5.06		
+	Comp. (7.01)	2	48 - 31 19-32 PS. 6.07	51 20	60 250	Göteborgs Mekanis- ka Werkstads Actiebolag Göteborg 1892	Grth. 6.07	+	1 C	3.13 10-3	3.00 9-10	2	2.41 26	—	7 100 6-85	Göteborgs Mekanis- ka Werkstads Actiebolag Göteborg 1892	Grth. 6.07 v.c. 6.07 P.C. 6.07		
+	Triple (6.07)	3	33 - 56 - 93 13-22-36.5	61 24	550 105	Eriksberg Werk- stad Göteborg 1907	Got. 6.07	+	1 C	3.28 10-9	2.97 9-9	2	3.00 32	102 1093	12.6 180 7-100	Eriksberg Werk- stad Göteborg 1907	Got. 6.07		
+	Tr. Exp. (6.06)	3	61 - 102 - 163 24 - 40 - 64 PS. n. 04; v. 6.06	125 49	450 1800 75	Cie Vulcan Stettin 1894	Hbg 6.06	+	3 C	4.20 13-9	3.25 10-8	9	16.80 181	516 5554	11.25 160 11.2-160	Cie Vulcan Stettin 1894	Hbg 6.06 v.c. 6.06		
+	Tr. Exp. (2.06)	2	37 - 61 - 90 14.5 - 24 - 39 PS. 2.06	61 24	90 600 105	J. Deneffe & Co Liege 1881 Transf. en 1902	Av. 2.06	+	1 C	3.96 13-0	3.20 10-6	3	4.93 53	141 1517	13 185	J. T. Eltringham & Co South-Shields 1902	Av. 2.06 v.c. 2.06		
+	Comp. (1.06)	—	45 - 75 18-29.5 PS. 1.06	50 20	175	Beer & Co Jemeppe 1897	Av. 2.06	+	1 C	3.00 9-10	3.15 10-4	2	2.88 31	—	7 100	J. Piedbeuf Jupille 1897	Av. 1.06 v.c. 1.06		
+	Tr. Exp. (8.05)	3	56 - 89 - 147 22-35-58 PS. 8.07	107 42	250 1400	Wallsend Slipway & Eng. Co Ltd Newcastle-on-T. 1891	N-C.8.05	+	2 C	4.42 14-6	3.35 11-0	6	10.96 118	377 4060	11.2 160 7-100	Palmer's Shipb. & Iron Co Ltd Jarrow 1905	N-C.8.05 v.c. 8.05 P.C. 8.05		
+	Comp. (10.99)	2	38 - 75 15 - 30	40 16	45 350 140	A. F. Smulders Rotterdam 1899	.....	+	1 C	2.90 9-6	3.30 10-10	2	3.50 38	90 968	8.25 117	A. F. Smulders Rotterdam 1899	Rd. 99		



## WIL

SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS			LENGTH IN FEET & INCHES 13 14 15	BREADTH IN FEET & INCHES 16	DEPTH IN FEET & INCHES 17	PURE TONNAGE WATER W.N.A. in inches 18	PORT OF REGISTRY	LAST SURVEY																					
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.			PORT OF BUILDING		PROPELLER	WATERTIGHT COMPARTMENTS	ELECTIONS ON DECK							WATERBALLAST, DECKS	REPAIRS																			
DATE OF TERM																																											
1	2	3	4	5	6																				7	8	9	10	11	12	13	14	15	16	17	18							
•	13	WESTERGATE, <i>Shmeer.</i> (11.03)	■	3/3, L A.&C.P.	1.1.	Glt	1742 1109 1375	Ang	81 V.04	Short Bros Sunderland	F; <i>hél</i> ; 7 comp; <i>velld</i> ; 1/2 D 21m97; R.20m12; G. 9m14; (WB. <i>cale N. cale</i> R.; rp.06; car.7.06.	79 25 11.0 6.10 25 1/2 260-0 36-1 20-0 30	Cardiff	Land. 7.06																													
✝	14	WESTERN-STATES, ..... ELECTR. (5.02)	■	—	—	4 P-H	3077 1566	Amr	02	Detroit Shipbuilding Co Detroit 1902	A; <i>aubes</i> ; 7 comp; <i>awningdeck</i> .	106.68 13.41 6.00 350-0 44-0 19-9	Detroit	Civ. 02																													
✝	15	WESTERNLAND, ..... ELECTR. (12.00)	■	—	—	G 4 m 3 P-B	5665 3584 5275	Ang	83 V.00	Laird Bros Birkenhead	A; <i>hél</i> ; 5 comp; R. R. 15m60; R. 55m47; R. N. 25m90; 2 1/2 p. A; rp.93; car.12.00.	134.4 14.3 10.71 441 47 0 30 2	Liverpool	Av. 00																													
✝	16	WESTFALIA, <i>Pahnke.</i> (2.07)	■	3/3, G A.&C.P.	1.1.	Glt bsc 1 P-B	997 603 847	Alm	99 V.07	Actien - Gesellschaft « Neptun » Rostock	A; <i>hél</i> ; 6 comp; D. 4m80; R. 14m92; G. 4m54; (WT. 409 t); rp-car. 1 97	60.78 10.32 4.41 249 0 32 11 14 6	Köln Rh.	Rd. 2.07																													
✝	17	WESTPHALIA (ex-Sophie- Rickmers), ..... (4.93)	■	—	—	Glt 2 P-S	3095 1976 2878	Alm	89 V.98	Russell & Co Greenock	A; <i>hél</i> ; 7 comp; <i>spard</i> ; D. 3m00; R. 25m60; G. 10m60; WT. cell. 4 m 1; 1 p. A; 1 p. P; rp.90; car.4.98.	97.85 12.64 8.05 241 0 41 0 20 4	Hamburg	Wes. 98																													
✝	18	WIBORG, <i>Karstedt.</i> ELECTR. (9.91)	■ P.R.	—	—	Glt	465 326 317	Alm	91	Henry Koch Lubeck	A; <i>hél</i> ; 5 comp; WB. 81 t, C. V 35 t. 1 p. A; rp-car.3.93.	46 82 7.61 3.63 153 7 20 0 11 11	Lubeck	Lbk 93																													
✝	19	WILBERT-L.-SMITH, ..... ELECTR. (7.03)	■	3, 3, Lakes	1.1.	2 m 1 P-B	4319 3039	Amr	03	American Shipbuild- ing Co Lorain	A; <i>hél</i> , 4 comp; (WB. cell.).	115 82 15.24 8.54 360-0 50-0 28-0	Oswego	Civ. 04																													
✝	20	WILHELM, <i>Richter</i> (5.03)	■	3/3, L A.&C.P.	1.1.	Glt 1 P-B	783 588 628	Ang	82 V.03	H. F. Ulrichs Vegesack	F; <i>hél</i> ; 5 comp; D. 41m30, <i>part awn</i> <i>ingd</i> , WB. <i>cale N.</i> 15m40, 75 t. p. S; rp.03; car.3.04.	51.96 8 22 1.35 180 0 27 0 14 5	Singapore	Sgp. 1.06																													
✝	21	WILIS, <i>Bagchus.</i> (8.05) ELECTR.	■	3/3, L A.&C.P.	1.1.	Glt	4895 3126 3717	P-B	05	Kon. Mu de Schelde Flessingue	A; <i>hél</i> ; 7 comp; D 22 t; R. 8 m 1; G. 100 t; (WB. 440 t); 2 p A; 1 p. b; car.2.07.	120.00 14 32 9 07 394-0 47-0 29-9	Rotterdam	Rd. 2.07																													
✝	22	WILLIAM, <i>Åberg.</i> (6.05)	■■■	3/3, G A.&C.P.	1.1.	Glt 1 P-B	333 219 283	Sds	84 V.05	R. Thelander Stockholm	F; <i>hél</i> ; 5 comp; R. 9m14; G. 2m25. WT. 70 t; C. R. 7 t; p. P; rp.05. car.4.07.	37.2 6.9 4.03 122 0 22 0 13 3	Göteborg	Dz. 7.07																													
✝	23	WILLIAM-B.-DAYOCK, ELECTR. .... (3.07)	■	3/3, Lakes	1.1.	2 m 1 P-B	4468 3246	Amr	07	Gt Lakes Eng. Co St-Clair	A; <i>hél</i> ; 4 comp; (WB. DB.).	128.01 15.85 8.54 420-0 15-0 28-0	Fairport	Civ. 3.07																													
✝	24	WILLIAM-CASTLE-RHO- DES, ..... (5.00) ELECTR.	■	—	—	2 m 2 P-S	2176 1340	Amr	00	American Shipbuild- ing Co Lorain	A; <i>hél</i> ; 4 comp; <i>spard</i> ; (WB.).	73.76 12.80 8.08 242-0 42 0 26 6	Cleveland	Civ. 00																													

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES										SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION — DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in centim. in inches	HORSE power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL			Furnaces		heating surface in sq. feet in sq. meters	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION				
					DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES					Diamet.	Length		NUMBER	grate surface in sq. feet in sq. meters							
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38			
13	Westergate S.S. Co (Ld) (Morel Ld)	•	Comp. (11.03)	2	86 - 160 34 - 63 PS.n.04;v.7.06	91.4 36	160 850	T. Richardson & Sons Hartlepool 1881	Ush. 3.07	•	1 CD	4.11 13-6	4.72 15-6	4	7.66 82.5	— —	5.22 75 5.6-80	T. Richardson & Sons Hartlepool 1881	Card. 7.66 v.c.04			
14	Detroit & Buffalo Steam- boat Co	✠	Comp. Tand. (5.02)	3	132 - 183 - 183 52 - 72 - 72	213 84	4200 38	Detroit Shipbuild- ing Co Detroit 1902	.....	✠	6 C	4.11 13-6	3.58 11-9	12	25.57 275	1233 13258	9.5 128	Detroit Shipbuild- ing Co Detroit 1902	Clv. 02			
15	International Navigation Co Ld Richardson, Spence & Co)	✠	Comp. (12.00)	2	132 - 236 52 - 93	168 66	750 3750	Laird Bros Birkenhead 1883	.....	✠	4 CD	4.32 14-2	5.06 16-7	24	38.74 417	— —	6.33 10	Laird Bros. Birkenhead 1883	Av. 00 v.c.00			
16	Rhein- & Seeschiff- fahrts-Gesellschaft	✠	Tr. Exp. (2.07)	3	36 - 61 - 98 14-24-38.5 PS. n.1.07	60 23	550 140	Act.-Ges. Neptun Rostock 1899	Rd. 1.07	✠	2 C	3.25 10-8	2.80 6-10	4	4.94 53	206 2215	12 170	Act.-Ges. Neptun Rostock 1899	Rd. 1.07 v.c.1.07			
17	Hamburg-Amerik. Packetf. Act. Ges.	✠	Tr. Exp. (4.98)	3	61 - 99 - 162 24 - 39 - 64	114 45	1200	Dunsmuir & Jackson Govan 1889	.....	✠	2 CD	3.81 12-6	4.72 15-6	8	13.56 146	— —	15.5 150	Dunsmuir & Jackson Govan 1889	Wes. 98 v.c.98			
18	Lübeck-Wyburger Dampfschiffahrts-Ge- sellschaft	✠	Comp. (9.91)	2	50 - 80 19.6 - 31.5	55 21.6	300 115	C. Daewel Kiel 1891	.....	✠	2 C	2.38 7-9	2.97 9-9	2	2.80 30	119 1179	8 114	Henry Koch Lubeck 1891	Lbk 91			
19	United States Transpor- tation Co	✠	Tr. Exp. (7.03)	3	56 - 89 - 147 22 - 35 - 58	102 40	1480 90	American Ship- building Co Cleveland 1903	.....	✠	2 C	4.00 13-2	3.50 11-6	4	8.18 88	399 4292	12 170	American Ship- building Co Cleveland 1903	Clv. 03			
20	Teong Liong Oen	✠	Comp. (5.03)	2	53 - 95 21 - 37.3 PS.c. 3.04	65 25.6	70 240 90	Otto Henniges & Co Berlin 1882	Sgp. 04	✠	1 C	3.05 10-0	3.02 9-9	2	3.60 40	112 1204	5.5 79 5.6-80	Otto Henniges & Co Berlin 1882	Sgp. 03 v.c.03			
21	Rotterdamsche Lloyd (W. Ruijs & Zonen)	✠	Tr. Exp. (8.05)	3	71 - 122 - 208 28.5-48-82 PS.6.07	152 60	3600 70	Kon. Mij de Schelde Flessingue 1905	Rd. 6.07	✠	2 C (2 CD)	3.96 13-0	3.20 10-6 5.82 19-1	4	23.55 253	942 10138	14 200	Kon. Mij de Schelde Flessingue 1905	Rd. 9.07			
22	Angfartygs Aktiebolag « Hero » (E. P. Hansson)	•	Comp. (6.05)	2	35.5 - 76 14 - 30 PS.4.07	52 20.5	40 165 102	R. Thelander Stockholm 1884	Got.4.07	•	1 C	2.80 9-2	2.63 8-8	2	2.23 24	65 698	5.97 85	Lindholmens Werkstads Akt. Bolaget Gothembourg 1897	Got.4.07 v.c.06			
23	W. B. Davock	✠	Triple (3.07)	3	53 - 88 - 145 21 34.5 57	107 42	1442 83	Gt Lakes Eng. Co St-Clair 1907	Clv. 3.07	✠	2 C	3.96 13-0	3.66 12-0	4	7.62 82	368 3954	12.6 180	Marine Boiler Works Toledo 1906	Clv.3.07			
24	Lower Lakes S. S. Co	✠	Tr. Exp. (5.00)	2	51 - 84 - 137 20 - 33 - 54	102 40	1200 85	American Shipbuild- ing Co Cleveland 1900	.....	✠	2 C	3.76 12-4	3.50 11-6	4	8.65 93	330 3530	12 170	American Shipbuild- ing Co Cleveland 1900	Clv. 00			

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈMENT — NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR — COMPARTIMENTS ATANCHÉS; CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	EN MÈTRES EN PIEDS & POUCHES	PORT D'ARMEMENT	LIEU et LAGE dela VISITE																	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.																								
	DATE DU TERME																																
	1	2	3	4	5	6											8	9	10	11	12	13	14	15	16	17	18						
+	25	WILLIAM-G.-MATHER,..... ELECTR. (12.05)	I	3/3, Lakes	1.1.	2 m	6388 5183	Amr	05	Great Lakes Engin- eering Works Detroit 1905	A; hél; 4 comp; 1 p. A.	180.70 512-0	18.20 60-0	9.44 31-0	.....	Grand-Island (Mich.)	Civ. 12.45																
+	26	WILLIAM-HENRY-MACK, ELECTR. (4.03)	I	3/3, Lakes	1.1.	2 m 1 P-B	3781 2923	Amr	03	American Shipbuild- ing Co Cleveland	A; hél; 4 comp; R. R; ½ G; (WB cell.).	107.90 354-0	14.62 48-0	7.32 24-0	.....	Fairport	Civ. 03																
+	27	WILLIAM-NOTTINGHAM, ELECTR. .... (4.02)	I	—	—	2 m 1 P-B	4234 3070	Amr	02	Buffalo Shipbuilding Co Buffalo (N-Y)	A; hél; 4 comp; (WB. cell.).	114.73 376-5	15.44 50-8	8.84 29-0	.....	Oswego	Civ. 00																
+	28	WILLIAM-P.-SNYDER, ELECTR. .... (4.06)	I	3/3, Lakes	1.1.	2 m 2 P	6939 5492	Amr	06	Gt Lakes Eng. Co Detroit	A; hél; 4 comp; (WB. DB. & side tanks).	161.49 390-0	17.07 56-0	9.44 31-0	.....	Detroit	Civ. 4.00																
+	29	WILLIAM-R.-LINN, Mas- sey. (4.98)	I	—	—	2 m 1 P-B	4328 3196	Amr	98	Chicago Shipbuilding Co Chicago	A; hél; 4 comp; R; G. 13m86; (WB. 1 p. A.)	121.92 400-0	14.70 48-3	7.24 23-9	.....	Duluth	Civ. 00																
+	30	WILLIAM-S.-MACK,..... ELECTR. (10.01)	I	—	—	2 m 1 P-B	3720 2785	Amr	01	American Shipbuild- ing Co Lorain	A; hél; 4 comp.	105.46 346-0	14.62 48-0	9.34 28-0	.....	Cleveland	Civ. 01																
+	31	WILLKOMMEN, Lotze. ELECTR. (1.05) Petrol. in bulk.	I	3/3, L. A.&C.P.	1.1.	G 3 m 2 P-T	3140 1999 3119	Alm	87 V.05	Sir W. G. Armstrong, Mitchell & Co Low-Walker	A-F; hél; 12 comp; R. R. 4m27; R. N. 9m14; (WB. E. & B. 205 t; WT. N. 6m71; 200 t; C.N. 65 t.); 2 p. A; rp-car. 9.07.	95.98 311-9	11.84 28-8	9.62 31-6	.....	Goessemond	Ill. 9.07																
+	32	WILLY-ALEXANDER (ex- Atlantique), Copette. (10.04) 97-03	I	3/3, G	1.1.	G 3m 1 P-B	765 602	Blg	78 V.04	Jollet & Babin Nantes	F; hél; 8 comp; D. 25m35; G. 11m75; (WT. 431 t.); 1 p. F; rp.06; car. 12.06.	66.10 217-0	9.00 29-8	5.42 17-9	.....	Anvers	Av. 12.06																
+	33	WILPEN, ..... (3.07) ELECTR.	I	3/3, Lakes	1.1.	2 m 1 P B	3238 2087 3039	Amr	07	Gt Lakes Eng. Co Ecorse	A; hél; 4 comp; (Wi. DB. & side tanks).	108.81 354-0	11.68 58-0	9.75 32-0	.....	Fairport	Civ. 2.00																
+	34	WINCHESTER, Colthurst. (7.99)	I	—	—	Glt 2 P-S	406 255 384	Ang	99	Wm Hamilton & Co Port-Glasgow	A; hél; 7 comp; spardeck; D. 9m75; R. 32m62; G. 10m36; (WB. cell. 727 t; C. R. 77 t.); 1 p. A; 1 p. PP.	100.88 331-0	13.91 45-8	7.36 23-11	.....	London	Civ. 00																
+	35	WINDAU (ex-Meerschau), ELECTR. Lange. (11.04) 83-98	III	3/3, G	1.1.	Glt	92 52 85	Rss	73 III 03 V.05	E. Lindsay Mushroom o/T	F; hél; 5 comp; grp. 80; R. 9m14; G. 3m05; (WB); p. P. 87; rp-car. 8.06.	100.88 331-0	7.2 23-0	4.36 14-4	.....	Windau	Civ. 00																
+	36	WINDAWETZ, Ahlgren. ELECTR. 98-04 (6.04) Remorq.-Brise-glace.	I P. R.	3/3, P A.&C.P.	1.1.	1 m bsc	92 52 85	Rss	04	Sandvikens Skepps- do-ka Helsingfors	A; hél; 6 comp.	100.88 331-0	5.89 19-4	2.99 9-10	.....	Windau	Civ. 00																

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.



MACHINES										CHAUDIÈRES															
ARMATEURS		SURVEILLANCE SPECIALÉ	TYPE	DATE DU CERTIFICAT	CYLINDRES		Force nominale l'orce ind. de Nombre de tours	CONSTRUCTEURS		DATE DE VISITE DE LA MACHINE	SURVEILLANCE SPECIALÉ	TYPE	ENVELOPPE		FOYERS		CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES						
19	20				21	22		23	24				25	26	27	28	29	30		Diamèt. EN MÈTRES ET POUÇES	Long. EN PIEDS	NOMBRE sur grille en m <sup>2</sup> carr. en pieds carr.	surf. de chauffe en m <sup>2</sup> carrés en pieds carrés	PRESSION Chaud. princ. Chaud. auxil.	37
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38						
25	Cleveland Cliffs Iron Co	✠	Tr. Exp. (12.06)	3	60 - 99 - 170 24.5-39-67	107 42	1850 83	Great Lakes Engi- neering Co Detroit 1905	Clv. 12.05	✠	2 C	4.72 15-6	3.66 12-0	6	11.72 126	575 6182	12.2 175	Northwestern Steam Boiler & Manuf. Co Duluth 1905	Clv. 12.05						
26	Mack Steamship Co	✠	Tr. Exp. (4.03)	3	51 - 85 - 140 20-33.5-55	102 40	1000 85	American Ship- building Co Cleveland 1903	.....	✠	2 C	3.90 12-10	3.96 13-0	4	10.09 108	363 4229	12.3 175	American Ship- building Co Cleveland 1903	Clv. 03						
27	United States Trans- portation Co	✠	Tr. Exp (4.02)	3	56 - 89 - 147 22-35-58	102 40	1300 80	American Ship- building Co Buffalo (N-Y) 1902	.....	✠	2 C	4.01 13-2	3.50 11-6	4	8.18 88	399 4292	12.3 175	Lake Erie Boiler Works Buffalo (N-Y) 1902	Clv. 02						
28	Shenango S. S. Co	✠	Triple (4.03)	3	58 - 94 - 160 23-37-63	107 42	1665 84	G <sup>l</sup> Lakes Eng. Co Detroit 1906	Clv. 4.06	✠	2 C	4.57 15-0	3.66 12-0	6	11.25 121	503 5408	12.3 175	Lake Erie Boiler Works Buffalo 1906	Clv. 4.06						
29	Pittsburg S. S. Co	✠	Qu. Exp. (5.98)	4	53-73-107-162 21-29-42-64	107 42	1800 82	Chicago Shipbuild- ing Co Chicago 1898	.....	✠	2 C	4.47 14-8	3.50 11-6	6	11.71 126	400 4300	14 200	John Mohr & Son Chicago 1898	Chc. 98						
30	Lake Erie Transport Co	✠	Tr. Exp. (10.01)	3	51 - 85 - 140 20-33.5-55	102 40	1250 80	American Ship- building Co Cleveland 1901	.....	✠	2 C	3.91 12-10	3.96 13-0	4	10.04 108	393 4229	12.3 175	American Ship- building Co Cleveland 1901	Clv. 01						
31	Deutsch-Amerikanische Petroleum-Gesell- schaft	✠	Tr. Exp. (1.05)	3	71 - 94 - 183 28-37-72 PS.9.07	122 48	240 1200	Wallsend slipway & Engineering Co Newcastle o/T.1887	Hbg 11.05	✠	2 C	4.80 15-0	3.20 10-4	6	12.08 130	446 4800	9 128 11.3-161	Reiherstieg Ma- schinen Fabrik Hamburg 1902	Hbg 1.05 v.c. 1.05 P.C. 1.05						
32	F. Alexander	✠	Tr. Exp. (10.04)	3	50 - 72 - 112 19.5-28-44 PS.12.06	80 31.5	100 400 75	Jollet & Babin Nantes 1879	Av.12.06	✠	1 C	3.75 12-3	2.90 9-6	3	4.27 44	120 1291	6 85 5.5-78	Cie Gle Transatlan- tique St-Nazaire 1897	Av.12.06 v.c. 04						
33	W. P. Snyder.	✠	Triple (3.07)	3	61 - 97 - 165 24-38-65	107 42	1878 83	G <sup>l</sup> Lakes Eng. Co Detroit 1907	Clv. 3.07	✠	2 C	4.88 16-0	3.71 12-2	6	12.27 131	584 6285	12 170	Marine Boiler Works Toledo 1907	Clv. 3.07						
34	Austin Friars S. S. Co Ld (Galbraith, Pem- broke & Co)	✠	Tr. Exp. (7.99)	3	61 - 102 - 165 24-40-65	107 42	300 1200 62	D. Rowan & Co Glasgow 1899	.....	✠	2 C	4.72 15-6	3.28 10-9	6	13.10 141	436 4691	12.6 180 6.3-90	D. Rowan & Co Glasgow 1899	Glsq. 99						
35	Fr. Reincke	.	Comp. (11.04)	2	47 - 91.4 18.5-36 PS.8.02	61 24	50 200	Bowden Brothers Newcastle 1873	Riga 8.06	.	1 C	3.35 11-0	3.20 10-6	2	2.97 32	4.92 70 3.2-45	J. T. Eltringham S-Shields 1881	Riga 8.06 v.c. 7.06 P.C. 8.06							
36	Cie Chemin de fer Mos- cou-Windau-Rybinsk	✠	Comp. (6.04)	2	40 - 80 16-31.5	40 16	340 170	Sandvikens Mekan. Verkstad Helsingfors 1904	Hlsf. 04	✠	1 C	3.05 10-0	2.90 9-8	2	3.60 39	112 1205	8.5 120	Sandvikens Mekan. Verkstad Helsingfors 1904	Hlsf. 04						



WON

SHIPS AND CAPTAINS			CLASSIFICATION	REG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTOR ON DECK WATERBALLAST, DECK REPAIRS	LENGTH IN FEET & INCHES	BREADTH IN METERS	DEPTH IN FEET & INCHES	FREE (BOARD) SUMMER WINTER W.N.A. in inches	PORT OF REGISTRY	LAST SURVEY				
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND						T.	R.											U.			
DATE OF TERM																					
1	2	3																	4	5	6
•	37	WINIFRED, <i>Wellman</i> . ELECTR. (12.02) Petrol. in bulk.	I	3/3, L	1.1.	2 m 2 P	2456 1459	Amr	98 V.02	98	Bath Iron Works Bath (Me)	A; <i>hél</i> ; 12 comp; D. 11m27; R. 15m85; G. 7m32; (WB.); grp.02; car.1.06.	86.37 283-5	12.85 42-2	6.44 21-1	.....	Port-Arthur (Texas)	Blt 1.06			
•	38	WINNEBAGO, <i>Knort</i> . ELECTR. (7.07)	I	3/3, L	1.1.	2 m	1091 786	Amr	03 V.07	03	Columbia Iron Works St-Clair	A; <i>hél</i> ; 4 comp; <i>well</i> d; (WB. cell.); grp-car. 7.07.	60.96 200-0	11.95 39-3	4.19 13-7	.....	Cleveland.	Clv. 7.07			
•	39	WISNA, <i>Zackrisson</i> . (8.06)	I P.R.	3/3, P	1.1. A & C.P.	2 m	434 306 395	Sds	01 V.06	01	Thorskog Mekan. Verkstad Thorskog	A; <i>hél</i> ; 5 comp; $\frac{1}{2}$ D. 13m; R. 12m60; G. 7m62; (WB. 70 t.; C. A. 15 t.; C. A. 13 t.); 1 p. A; rp.07; car. 5.07.	43.20 141-9	7.32 24-0	4.13 13-9	.....	Stockholm	Stkh. 5.07			
•	40	WISY, <i>Cassard</i> . (7.97) Yacht	43	3/3, Y	1.1.	Glt	59 3 42	Frg	97 0.04	97	A. Lefrançais Nantes	C; ch. m-frg; <i>hél</i> ; 4 comp; p. PP. R. A. 4m30; d. m. 7.04.	26.25 86-2	4.55 14-11	2.27 7-6	.....	Pornic	Nt. 04			
•	41	WITT-&-BARTELS, Trawler. <i>Boldt</i> . (9.03) 91 01	I P.R.	3/3, G	1.1. A & C.P.	Glt	151 40 137	Alm	91 III 03	91	Chr. Jürgens & Co Hamburg	A; <i>hél</i> ; 4 comp; G. 5m35; (WB. 7 t.; p. S; rp. 03; car. 5.05.	30.96 101-7	6.19 20-4	3.65 12-0	.....	Cranz a/Elbe	Hbg 5.05			
•	42	WITTENBERG <i>(ex-Thekla)</i> , <i>Hempel</i> . (10.95)	I P.P.	—	—	Glt 2 P-B	3689 2363 3146	Alm	95	95	Flensburger Schiff- bau-Ges. Flensburg	A; <i>hél</i> ; 8 comp; D. 67m87; G. 10m71; (WB. cell. 670 t.; 2 p. A; car. 1.99.	108.00 354-1	12.76 41-10	6.36 20-10	.....	Bremen	Wes. 99			
•	43	WLADIMIR, <i>Tetter</i> . (4.02) 93-02	I P.P.	—	—	1 m hsc	227 66	Rss	02	02	Lango & Sohn Riga	A; <i>hél</i> ; 6 comp; car. 12.02.	29.56 97-0	7.60 25-0	1.27 14-0	.....	Libau	Riga 02			
•	44	WOLGA, <i>Spruth</i> . (4.94)	I	—	—	Glt 2 P-B	1099 692 716	Alm	82 V.94	82	Rostocker Act.-Ges. für Schiff- & Ma- schinenbau Rostock	F; <i>hél</i> ; 6 comp; <i>spard</i> ; (WT. M. 10m97, 262 t.; C. A. 25 t.; C. A. R. 7 t.; F; rp.96; car. 5.97.	66.5 218-0	8.8 29-0	6.63 450 21-9 14-9	.....	Stettin	Ld. 98			
•	45	WOLGA-36, . . . . (6.06) Drague.	I	—	—	—	178 37	Rss	00	00	Howaldtswerke Kiel	A; <i>aubes</i> ; 3 comp.	40.00 131-3	6.75 22-2	2.17 7-2	.....	St-Peters- bourg	Kiel 00			
•	46	WOLGA-36, . . . . (6.06) Drague.	I	—	—	—	178 37	Rss	00	00	Howaldtswerke Kiel	A; <i>aubes</i> ; 3 comp.	40.00 131-3	6.75 22-2	2.17 7-2	.....	St-Peters- bourg	Kiel 00			
•	47	WOLOGDA, <i>Bewley</i> . (5.07) ELECTR.	I P.P.	3/3, L	1.1. A & C.P.	Glt 3 P-H	2367 1447 2191	Rss	03 V.07	03	The Caledon Shiph. & Eng. Co (Ld) Dundee	A; <i>hél</i> ; 6 comp; <i>awning</i> d; $\frac{1}{2}$ G. 10m3; (WB. cell. 358 t.; C. A. 25 t.; C. A. R. 7 t.; 1 p. A; rp-car. 5.07.	88.39 290-0	12.19 40-0	7.85 25-9	18 $\frac{1}{2}$ 22 24	Windau	Ld. 5.07			
•	48	WONG-KOI, <i>Bruhn</i> . (2.00)	I	—	—	Glt 2 P-A	1776 1115 1940	Alm	96 V.90	96	The Fairfield Shiph & Eng Co Ltd Glasgow	A; <i>hél</i> ; 6 comp; <i>shaded</i> . 15m15; R. R. 11m20; R. Cm70; R. Y. 4m27; G. 12m80; (WB. cell. 310 t.; C. A. 33 t.; C. A. 14 t.); 2 p. A; car. 7.02.	88.08 289 0	11.52 37-10	6.58 21-7	=====	Bremen	H-K. 02			

N. B — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						LAST SURVEY	SPECIAL SURVEY	BOILERS								LAST SURVEY
			DESCRIPTION DATE OF CERTIFICATE	NUMBER	CYLINDERS		Horse power nominal INDICATED REVOLUTIONS	BUILDERS — PORT AND DATE of CONSTRUCTION			NUMBER and DESCRIPTION	SHELL		FURNACES		Heating surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION	
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches						Diamet.   Length IN METERS IN FEET AND INCHES	NUMBER	grate surface in sq. meters in sq. feet					
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
37	The J. M. Guffey Petroleum Co	•	Tr. Exp. (12.02)	3	53 - 86 - 140 21 - 34 - 55 PS. n.9.03; v.6.04	91 36	1200	Bath Iron Works Bath 1878	Blt. 1.06	•	2 C	3.73 12-3	3.89 12-5	4	6.51 70	189 2033	11.5 165	Bath Iron Works Bath 1898	N-Y. 04 v.c.03
38	Iroquois Transit Co	✦	Tr. Exp. (7.07)	3	41 - 66 - 112 16 - 26 - 44	91 36	1000 110	Columbia Iron Works St-Clair 1903	Clv. 7.07	✦	2 C	3.66 12-0	3.23 10-7	4	6.60 71	293 3150	12.5 177	Columbia Iron Works St-Clair 1903	Clv. 7.07 v.c. 7.07
39	Nordström & Thulin	✦	Comp. (8.06)	2	41 - 61 16 - 24 PS. 5.07	44 17.5	240 130	Thorskog Mekan. Verkstad Thorskog 1901	Stkh. 5.07	✦	1 C	2.59 8-6	2.59 8-6	2	2.82 25	64 690	8.4 120 4.2-60	Thorskog Mekan. Verkstad Thorskog 1901	Stkh. 5.07 v.c. 8.06 P.C. 5.07
40	Piver (à Paris)	•	Comp. (7.04)	2	28 - 54 11 - 21 PS. 7.04	34 13	140 225	A. Maucour Nantes 1897	Nt. 04	•	1 C	2.13 7-0	2.31 7-7	2	1.88 20	51.77 557	8 114	A. Legal Nantes 1897	Nt. 04 v.c.04
41	Cranzer Fischdampf- schiffs-Gesellschaft	✦	Comp. (9.03)	2	41.6 - 79 16.4 - 31 PS. n.03; v.11.03	52 20.5	250 130	Ch. Jürgens & Co Hamburg 1891	Hbg 11.06	✦	1 C	2.89 9-2	2.88 9-6	2	2.72 30	98 1057	7.75 110	Ch. Jürgens & Co Hamburg 1891	Hbg 03 v.c.03
42	Norddeutscher Lloyd	✦	Tr. Exp. (10.95)	3	65 - 104 - 168 25.5-41-66	107 42	1300 72	Flensburger Schiff- bau-Ges. Flensburg 1895	.....	✦	2 CD	3.88 12-9	5.20 17-0	8	14.50 156	522 5027	11.6 165	Flensburger Schiff- bau-Ges. Flensburg 1895	Hbg 98
43	Libauer Börsen Comité	✦	Tr. Exp. (4.02)	3	41 - 67 - 108 16 - 26.7 - 42.5	60 23.7	700 130	Lange & Sohn Riga 1902	.....	✦	2 C	2.95 9-8	2.98 9-9	4	6.68 72	200 2150	12.6 180	Lange & Sohn Riga 1902	Riga 02
44	Neue Dampfer-Compagnie	✦	Comp. (4.94)	2	70 - 130 27.6 - 51	80 31.5	440 77	Rostocker Act.-Ges. für Schiffs- & Ma- schinenbau Rostock 1882	.....	✦	2 C	3.10 10-2	3.20 10-4	4	5.78 62	212 2281	7 100	Cie Vulcan Stettin 1896	Stt. 97 v.c.96
45	Gouvernement Impérial de Russie	✦	Comp. (6.00)	2	30 - 53 12 - 21	35 14	150 50	Howaldtswerke Kiel 1900	.....	✦	1 C	2.80 9-2	2.87 9-5	2	2.80 30	100 1075	10 142	Howaldtswerke Kiel 1900	Kiel 00
46	Gouvernement Impérial de Russie	✦	Comp. (6.00)	2	30 - 53 12 - 21	35 14	150 50	Howaldtswerke Kiel 1900	.....	✦	1 C	2.80 9-2	2.87 9-5	2	2.80 30	100 1075	10 142	Howaldtswerke Kiel 1900	Kiel 00
47	Handelshaus Gebr. Lassmann (Moscow)	✦	Tr. Exp. (5.07)	3	55 - 91 - 157 21.5 - 36 - 62 PS. 2.07	114 45	187 2200 87	The Caledon Shipb. Eng. & Co Ltd Dundee 1903	Ld 5.07	✦	2 C	4.95 16-3	3.81 12 6	8	13.2 143	522 5614	14 200	The Caledon Shipb. & Eng. Co Ltd Dundee 1903	Ld. 5.07 v.c. 5.07
48	Norddeutscher Lloyd	✦	Tr. Exp. (2.00)	3	56 - 91 - 145 22 - 36 - 57	107 42	250 1350 90	The Fairfield Shipb. & Eng. Co Ltd Glasgow 1896	.....	✦	2 C	4.11 13 6	2.94 9 8	6	10.80 117	316 3398	11.2 160 11 2-100	The Fairfield Shipb. & Eng. Co Ltd Glasgow 1896	H-K. 00 v.c. 00

## WRE

NOM DU NAVIRE ET N° D'INSCRIPTION	NAVIRE & CAPITAINE			CLASSIFICATION	GRÈMENT NOMBRE DE PONTS	TONNAGE		PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR			LONGUEUR EN PIEDS & POUCES	LARGEUR EN PIEDS & POUCES	CREUX EN PIEDS & POUCES	FRANC ET NET RIVER U.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIÈRE VISITE
	SAISON D'ÉTÉ ET DU CAPITAINE ET LEUR COMMANDEMENT ACTUEL					T.	R.				COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS								
	DATE DE TERME					U.													
	1	2	3			4	5				6	7	8						
42	WOTTON, Jacobs.	(5.01)	II	—	—	1 m	28 13 28	Ang	63 V.01	H. Price Swansea	F; hél; 3 comp; rp-car.5.01.	19.71 64-8	3.73 12-3	1.83 6-6	.....	London	Plm. 01		
1/2	WRENHAM ex-Nord II. ELECTR. Chafer.	(7.07)	I	3 S.A	1.1.	2 m P.S.	1414 73% 1120	Ang	03 V.07	Sir Raylton, Dixon & Co L <sup>d</sup> Middlesbrough	A; hél: 6 comp; spard; D. 7m32; R. 22m56; G. 12m20; (WB. cell. 198 t; C. R.9 t; C. N. 18 t.); 1 p. A.car.7.07.	73.07 239 9	10.73 35-3	6.30 20-8	47 49 1/2 51 1/2	Great- Grimsby	Hull 7 67		

N B — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

## ARMATEURS

## MACHINES

## CHAUDIÈRES

ARMATEURS		19	20	21 SURVEILLANCE SPECIALE	MACHINES								29 SURVEILLANCE SPECIALE	CHAUDIÈRES								38 DATE DE VISITE DES CHAUDIÈRES
					22 TYPE — DATE DU CERTIFICAT	23 NOMBRE	CYLINDRES		25 COURSE des pistons cent. pouces	26 Force nominale Force indiquée Nombre de tours	27 CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION	28 DATE DE VISITE DE LA MACHINE		ENVELOPPE		FOYERS		36 PRESSION — Chaud. auxil.	37 CONSTRUCTEURS — LIEU & ANNÉE de CONSTRUCTION			
							24 DIAMÈTRES EN CENTIMÈTRES EN POUÇES	25						31 Diamèt. EN MÈTRES EN PIEDS ET POUÇES	32 Long. EN MÈTRES EN PIEDS ET POUÇES	33 NOMBRE sur grille en mètr. carr. en pieds carr.	34 surf. de chauffe en mètr. carr. en pieds carr.					
		19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
49 Hill & Co		•	Comp. (5.01)	2	26 - 40.6 10.3 - 16	23 9	16 170	Cox & Co Falmouth 1882	.....	•	1 C	1.83 6-0	2.28 7-6	1 9	0.84 232	21.60 90	6.3 90	Black & Co Berwick 1896	Plm. 01 v.c. 01			
50 Great Central Railway Co		✕	Tr. Exp. (7.07)	3	56 - 89 - 150 22-35-59 PS. 7.07	99 39	275 1450 86	Richardson, West- garth & Co Ld Middlesbrough 1903	Hull 7.07	✕	3 C	4.11 13-6	3.20 10 6	9 182	16.90 4830	448 180 13.6-180	12.6 180	Richardson, West- garth & Co Ld Middlesbrough 1903	Hull 7.07 v.c. 7.07			



SHIPS AND CAPTAINS			CLASSIFICATION	RIG	NUMBER OF DECKS	YEAR OF BUILDING	BUILDERS — PORT OF BUILDING	MATERIALS PROPELLER WATERTIGHT COMPARTMENTS ERECTIONS ON DECK WATERBALLAST, DECKS REPAIRS	LENGTH IN METERS IN FEET & INCHES	BREADTH IN METERS IN FEET & INCHES	DEPTH IN METERS IN FEET & INCHES	PRICE (SUMMER WINTER W.N.A.) in inches	PORT OF REGISTRY	LAST SURVEY			
DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND																	
DATE OF TERM																	
1	2	3													4	5	6
•	1	YAMBO,..... Citerne.	(4.02)	III	—	—	826 Ang 68 V.02	F; hél; 5 comp.	64.00 210-0	8.10 26-5	5.05 16-7	.....	Suez	Aix. 02			
✚	2	YARE, Van Buuren. (10.04)	I	3 3, G A.&C.P.	1.1	2 3 1 P-B	831 187 V.03	P-B 04 Bonn & Mees Rotterdam	A; hél; 4 comp; ½ D. 16m; G. 4m; WB. 90 t.; 1 p. A; rp. 05; car. 5.07.	41.14 135-0	7.62 25-0	3.05 10-0	10½ 12 14	Rotterdam	Rd. 5.07		
✚	3	YOSEMITE,..... ELECTR.	(7.01)	I	—	—	8579 Ang 61 V.04	Detroit Shipbuilding Co. Detroit	A; hél; 4 comp.	108.51 356-0	15.24 50-0	8.54 28-0	.....	Duluth	Clv. 01		
✚	4	YOUNG, Francis. ELECTR.	(7.96)	I	—	—	800 Rss 96 V.05	R. & W. Hawthorn, Leslie & Co Hebburn o/T.	A; 2 hél; 6 comp; well; ½ D. 15m17; D. 7m01; R. 11m68; G 9m34; (WB. cell. 202 ½ t.; R. A. 20 t.); 1 p. A.	64.01 210-0	8.54 28-0	3.78 12-5	.....	Astrakhan	N-C. 96		
✚	5	YRSA, Jacobsen. ELECTR.	(10.06)	I	3 3, G P.R.	1.1 A.&C.P.	441 Dan 89 V.06	Helsingors Jernskibs & Maskinbyggeri Elsinore	A; hél; 5 comp; well; ½ D. 22m80; R. 4m88; G. 6m70; WB. E. & B. 39 t.; C. A. 8 t.; C. R. 12 t.); 1 p. F; alg. 98; rp-car. 9.07.	51.80 170-0	7.10 23-4	3.72 12-2	.....	Copenhagen	Hbg 9.07		
✚	6	YSABEL, Cable. (9.03)	I	3 3, A A.&C.P.	1.1 A.&C.P.	1 P-B	521 Ang 86 V.04	Blohm & Voss Hamburg	A; hél; 5 comp; D. 11m89; R. 6m91; G. 9m14; (WB. E. & B. 12m19; 62 t.); 1 p. b; rp-car. 5.06.	50.75 166-5	8.10 26-6	11-1 4.47	.....	Sydney (N.S.W.)	Syd. 5.06		
✚	7	YSTROOM, Visser. ELECTR.	(1.07)	I	3 3, L A.&C.P.	1.1 A.&C.P.	960 P-B 98 V.07	R. Thompson & Sons Sunderland	A; hél; 8 comp; D. 8m97; R. 8m33; G. 12m20; (WB. cell. 207 t.; C. A. 18 t.; R. 2 ½ t.); 2 p. F; rp-car. 1.07.	69.95 229-6	9.82 32-3	3.38 14-8	29 31 34	Amsterdam	Am. 1.07		
✚	8	YUMA, Carlyle. (4.02)	I	—	—	—	2194 Am 93 V.02	Cleveland Shipbuild- ing Co Cleveland	A; hél; 4 comp; R. R. 21m95; G. 9m14; (WB.); 1 p. A.	98.36 322-8	12.85 42-2	5.72 18-9	.....	Cleveland	Clv. 02		
✚	9	YUNNAN, Deprat. ELECTR. — — 04	(2.04)	I	3 3, L A.&C.P.	1.1 A.&C.P.	6473 Fr 04 V.01	Forges & Chantiers de la Méditerranée Le Havre	A; 2 hél; 8 comp; avingard; R. R. 15m60; R. 37m; R. A. 5m30; (WB. cell. 1237 t.; C. R. 72 t.; C. A. 82 t.); 2 p. A; 1 p. T; rp-car. 9.05.	126.00 413-5	15.13 49-8	10.58 34-9	55½ 61½	Marseille	Dk. 9.05		
✚	10	YVONNE, Lanier. Remorqueur.	(8.98)	I	—	—	19 Fr 98 V.01	E. Lucas & Co Dieppe	A; hél; 3 comp.	13.50 44-4	3.58 11-9	1.55 5-2	.....	Le Havre	Dp. 98		

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		SPECIAL SURVEY	ENGINES						SPECIAL SURVEY	BOILERS							LAST SURVEY		
			DESCRIPTION — DATE OF CERTIFICATE	CYLINDERS	BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SHELL	Furnaces		MAKERS — PORT AND DATE of CONSTRUCTION									
											DIAMETERS — IN CENTIMETERS IN INCHES	STROKE in centim. in inches	Horse power nominal INDICATED REVOLUTIONS	Diamet.   Length — IN METERS IN FEET AND INCHES	NUMBER grate surface in sq. meters in sq. feet	PRESSURE Main Boiler. Donkey Boiler.			
																		NUMBER	NUMBER
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
1	Khedivial Mail S. S. & Graving Dock Co Ltd	•	à pylon (4.02)	..	70 27.5	90 35.5	400 60	Day Summer & Co Southampton 1885	.....	•	3 C	2.00 6-7	3.00 9-10	6				Day Summer & Co Southampton 1885	Alx. 02 v. c.02
2	Maatschappij Stoomschip « Yare »	✝	Comp. (10.04)	2	38 - 76 15 - 30 PS.5.07	50 20	300	Alblasserdamsche Machinefabriek Alblasserdam 1904	Rd. 5.07	✝	1 C	3.35 11-0	3.06 10-0	2	3.32 36	100 1075	8.3 124	Alblasserdamsche Machinefabriek Alblasserdam 1904	Rd. 04
3	G. A. Tomlinson	✝	Tr. Exp. (7.01)	3	46 - 74 - 122 18 - 29 - 48	102 40	1000 82	Detroit Shipbuilding Co Detroit 1901	.....	✝	2 C	3.50 11-6	3.38 11-1	4	6.51 70	288 3096	11.5 165	Detroit Shipbuilding Co Detroit 1901	Clv. 01
4	Eastern Carrying, Insurance, Storing & Warehouse Co	✝	2 Comp. (7.96)	4	46 - 86 18 - 34	51 20	100 500 100	Ross & Duncan Glasgow 1896	.....	✝	1 C	3.66 12-0	3.75 12-4	3	5.20 56	184 1980	6.33 90	Ross & Duncan Glasgow 1896	N-C. 96
5	Det Forenede Dampskibs-Selskab	✝	Comp. (10.06)	2	48 - 89 19 - 35 PS. 9.07	53 21	55 230	Helsingörs Maskinbyggeri Elseneur 1889	Cph. 10.06	✝	1 C	3.05 10-0	2.71 8-11	2	2.60 29	86 928	6.33 90 6.3-90	Helsingörs Maskinbyggeri Elseneur 1889	Cph. 10.06 P.C. 10.06 v. c. 10.06
6	Burns, Philp & Co	✝	Comp. (9.04)	2	46 - 89 18 - 35 PS. n.04, v. 5.06	61 24	60 250 90	Blohm & Voss Hamburg 1886	Syd. 5.06	✝	2 C	2.20 7-3	3.05 10-0	4	3.00 32	103 1107	6.5 93	Blohm & Voss Hamburg 1886	Syd. 04 v. c. 04
7	Hollandsche Stoomboot maatschappij	✝	Tr. Exp. 1.07	3	51 - 84 - 140 20 - 33 - 55 PS. 1.07	91.4 36	200 1250 90	Geo Clark Ltd Sunderland 1898	Am. 1.07	✝	2 C	4.42 14-6	3.20 10-6	6	11 119	374 4022	11.25 160 5.6-80	Geo. Clark Ltd Sunderland 1898	Am. 1.07 P. c. 04 v. c. 1.07
8	Wilson Transit Co	✝	Tr. Exp. (4.02)	3	51 - 84 - 137 20 - 33 - 54	102 40	1000 85	The Cleveland Shipbuilding Co Cleveland 1893	.....	✝	2 C	3.75 12-4	3.80 12-6	4	9.66 104	300 3226	11.2 160	The Cleveland Shipbuilding Co Cleveland 1893	Clv. 02 v. c. 02
9	Messageries Maritimes	✝	2 Tr. Exp. (2.04)	6	55 - 84 - 152 22 - 33 - 52 PS. 9.05	90 35.5	3000 100	Forges et Chantiers de la Méditerranée Le Havre 1904	Dk. 9.05	✝	4 C	4.50 14-9	3.00 9 10	12	24 258	836 8989	12 171	Forges et Chantiers de la Méditerranée Le Havre 1904	Mrs. 04
10	Sté commerciale d'Affrètements & de Commission.	✝	Comp. (8.98)	2	18 - 34 7 - 13.5	26 10	12 40 240	E. Lucas & Co Dieppe 1898	.....	✝	1 C	1.72 5-8	1.90 6-3	1	0.88 9.47	20 215	9 130	Soc. des Chaudronneries du Nord de la France. Lesquin-lez-Lille 1898	Dp. 98

SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES		CLASSIFICATION	GREEMENT NOMBRE DE PONTS	TONNAGE T. R. U.	PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS — PORT DE CONSTRUCTION	MATÉRIAUX PROPULSEUR COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	LONGUEUR EN PIEDS & POUCES	LARGEUR EN PIEDS & POUCES	CREUX EN PIEDS & POUCES	FRANC BORD ETÉ HIVER H.A.N. en pouces	PORT D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE			
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL	DATE DU TERME																
	1	2														3	4	5
		438																
✠	1 ZABAD, Hogg.	(7.96)	■	—	—	Glt	798 466 608	Rss	96 R. & W. Hawthorn, Leslie & Co Helburn o/T.	A; 2 hél; 6 comp; uellid; 1 D. 15m17; D. 7m01; R. 11m68; G. 9m34; (WB. cell. 202 1/2 t.; R. N. 20 t.); 1 p. A.	64.01 210-0	8.54 28-0	3.78 12-5	.....	Astrakhan	N-C. 96		
✠	2 ZANZIBAR, Altschwager.	(10.07)	■	3/3, L 1.1.	1.1.	Glt 2 P-S	1270 732 1108	Alm	99 J. C. Tecklenborg V.07 A.-G. Geestemünde	A; hél; 6 comp; spard; D. 10m; R. 24m50; G. 9m30; (WB. cell. 325 t.); 2 p. A; grp. 00; rp. 04; car. 10.07.	68.90 226-1	9.75 32-0	6.80 22-4	.....	Hamburg	Hbg 10.07		
	3 ZELANDIA (ex-Paradox), Nylands.	(4.04)	■	3/3, G 1.1.	1.1.	2 m 1 P-B	591 366	Amr	84 Pascoe & Wright V.04 Londres	F; hél; 5 comp; 1 D. 27m70; R. 10m08 & 2m28; G. 6m; (WB 133 t.); rp-car. 4.04.	52.43 172-0	8.54 28-0	4.50 14-9	.....	New-York	Nt. 04		
✠	4 ZEUS, de Graaff.	(9.05)	■	3/3, L 1.1.	1.1.	2 m 2 P	1504 927 1233	P.B	01 Rykeð & Co V.05 Rotterdam	A; hél; 7 comp; 1 D. 22m86; R. 17m98; G. 8m54; (WB. cell. 250 t.); 1 p. A; 1 p. PP; car. 3.07.	76.20 250-0	10.50 34-6	6.33 20-9	.....	Amsterdam	Am. 3.07		
✠	5 ZOPPOT, Scharping.	(8.95)	■	—	—	Glt	393 229 291	Alm	91 G. Evers V.95 Lübeck	A; hél; 4 comp; 1 P. 12m; (WT. cale R. 40 t; C. N. 32 t.); 1 p. A; rp. 93; car. 5.95.	42.05 137-9	6.94 22-8	3.52 11-5	==	Danzig	Hbg 99		

ARMATEURS										CHAUDIÈRES									
MACHINES										CHAUDIÈRES									
SURVEILLANCE SPECIALE										SURVEILLANCE SPECIALE									
TYPE										TYPE									
DATE DU CERTIFICAT										DATE DE VISITE									
NOMBRE										NOMBRE									
CYLINDRES										ENVELOPPE									
DIAMÈTRES										FOYERS									
EN CENTIMÈTRES										Diamèt. Long.									
EN POUÇES										EN MÈTRES									
COURSE des pistons										ET POUÇES									
cent. pOUÇES										NOMBRE									
Force nominale										surf. grille en mèt. carr. en pOUÇES carr.									
Force indiquée										surf. de chauffe en mèt. carrés en pOUÇES carrés									
Nombre de tours										PRESSION									
CONSTRUCTEURS										CONSTRUCTEURS									
LIEU & ANNÉE										LIEU & ANNÉE									
de										de									
CONSTRUCTION										CONSTRUCTION									
DATE										DATE DE VISITE									
DE VISITE										DES									
DE LA										CHAUDIÈRES									
MACHINE																			
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
439																			
1 Eastern Carrying Insurance, Storing & War-rant Co.	✠	2 Comp.	4	46 - 86 18 - 34	51 20	100 500 100	Ross & Duncan Glasgow 1896	.....	✠	1 C	3.66 12-0	3.75 12-4	3	5.20 56	184 1980	6.33 90	Ross & Duncan Glasgow 1896	N-C.	96
2 W <sup>m</sup> O'Swald & Co	✠	Tr. Exp.	3	37 - 63 - 105 15 - 25 - 41 PS. n. 5.06	84 33	550 75	J. C. Tecklenborg A.-G. Geestemünde 1899	Hbg. 10.07	✠	2 C	3.00 9-10	3.20 10-6	4	5.70 61	170 1828	13.3 190 6-85	J. C. Tecklenborg A.-G. Geestemünde 1899	Hbg. 10.07 v.c. 10.07	
3 C. S. Dimoud	.	Comp.	2	69 - 120 27 - 47.5	81 32	100 400 75	Pascoe & Wright Londres 1884	Nt. 04	.	1 C	4.17 13-8	3.30 10-10	3	5.70 61	158 1699	5.2 75 5-71	Pascoe & Wright Londres 1884	Nt. 04 v.c. 04 p.c. 04	
4 Koninklijke Neder-landsche Stoomboot Mij	✠	Tr. Exp.	3	48 - 80 - 130 19 - 32 - 51 PS. n. 5.04	91 36	800 80	Mij voor Werktuig-bouw Rotterdam 1901	Am. 9.05	✠	2 C	3.66 12-0	3.63 11-11	6	8.18 88	241 2502	11.2 160 5.6-80	Mij voor Werktuig-bouw Rotterdam 1901	Am. 9.05 v.c. 9.05 p.c. 9.05	
5 F. G. Reinhold	✠	Comp.	2	43 - 76 17 - 30	56 22	250 110	Maschinenfabrik Buckau-Magde-burg Magdeburg 1891	.....	✠	1 C	2.88 9-4	2.70 8-8	2	2.90 32	96 1032	7 100	G. Evers Lübeck 1891	Dz. 95 v.c. 95	





# SUPPLÉMENT

N. B.-- Les traits -- indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





A																												
SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS	MATERIALS			LENGTH	BREADTH	DEPTH	PORT		LAST						
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.				U.	PROPELLER	WATERTIGHT COMPARTMENTS ERECTIONS ON DECK				OF	REGISTRY		SURVEY					
	DATE OF TERM																			IN METRES			IN FEET & INCHES					
	1	2	3	4	5	6			7	8				9	10	11				12	13		14	15	16	17	18	

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÉMENT — NOMBRE DE PONTS	TONNAGE			PAVILLON	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX				PORT — D'ARMEMENT	LIEU et DATE de la DERNIERE VISITE										
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.	U.			PORT DE CONSTRUCTION		PROPULSEUR															
	DATE DU TERME														COMPARTIMENTS ETANCHES															
	1	2	3	4	5	6	7			8	9	10			11	12	13	14				15	16	17	18					

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

# ARMATEURS

19 20

12 SURVEILLANCE  
SPECIAL

13 TYPE  
14 DATE  
DU CERTIFICAT

15 NOMBRE  
16 CYLINDRES  
DIAMÈTRES  
EN CENTIMÈTRES  
EN POUCES

17 COURSE  
des  
pistons  
cent.  
pouces  
18 Force nominale  
19 Force indiquée  
20 Nombre de tours

21 CONSTRUCTEURS  
—  
LIEU & ANNÉE  
de  
CONSTRUCTION

22 DATE  
DE VISITE  
DE LA  
MACHINE

23 SURVEILLANCE  
SPECIAL

24 TYPE  
25 ENVELOPPE  
Diamèt. Long.  
—  
EN MÈTRES  
EN PIEDS  
ET POUCES

26 FOYERS  
NOMBRE  
surf. grille  
en mètr. carr.  
en pieds carr.  
surf. de chauffe  
en mètres carrés  
en pieds carrés

27 PRESSION  
Chaud. princ.  
Chaud. auxil.

28 CONSTRUCTEURS  
—  
LIEU & ANNÉE  
de  
CONSTRUCTION

29 DATE DE VISITE  
DES  
CHAUDIÈRES

30



N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

[illegible]

[illegible]

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

N.B. - The Marks -- indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



NAVIRES & CAPITAINES		CLASSIFICATION			GÉNÉREMENT		TONNAGE		PAVILLON		CONSTRUCTEURS		MATÉRIAUX				PORT		LIEU	
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL					NOMBRE DE PONTS		R. U.		ANNÉE DE LA CONSTRUCTION		PORT DE CONSTRUCTION		COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				D'ARMEMENT		et LIEU de la VISITE	
DATE DU TERME																				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																	</			

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

# ARMATEURS

10 20

## MACHINES

12 SURVEILLANCE SPECIALE	13 TYPE	14 DATE DU CERTIFICAT	CYLINDRES		16 Force nominale Force indiquée Nombre de tours	17 CONSTRUCTEURS	18 DATE DE VISITE DE LA MACHINE	19 SURVEILLANCE SPECIALE
			DIAMÈTRES — EN CENTIMÈTRES EN POUCES	COURSE des pistons — cent. pouces				
21	22	23	24	25	26	27	28	29

## CHAUDIÈRES

30 TYPE	ENVELOPPE		33 NOMBRE	34 Foyers sur le grêle en mèt. carr. en pieds carr.	35 sur l. de chauffe en mèt. carrés en pieds carrés	36 Pression Chaud. min. Chaud. max.	37 CONSTRUCTEURS	38 DATE DE VISITE DES CHAUDIÈRES
	Diamèt.	Long.						
	EN MÈTRES EN PIEDS ET POUCES							
	31	32	33	34	35	36	37	38



SPECIAL SURVEY	SHIPS AND CAPTAINS			CLASSIFICATION			RIG	NUMBER OF DECKS	TONNAGE		FLAG	YEAR OF BUILDING	BUILDERS		MATERIALS				LENGTH	BREADTH	DEPTH	PORT		LAST
	DATES OF CAPTAIN'S CERTIFICATE AND PRESENT COMMAND								T.	R.			U.	PORT OF BUILDING	PROPELLER WATERTIGHT COMPARTMENTS ERRECTIONS ON DECK WATERBALLAST, DECKS REPAIRS							OF		
	DATE OF TERM																IN METERS		W.N.A.		REGISTRY			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	IN FEET & INCHES		in inches		SURVEY	

N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

90

## SPECIAL COLLECTIONS

ENGINES									
DESCRIPTION	DATE OF CERTIFICATE	NUMBER	CYLINDERS		STROKE in inches	Horse power nominal (as indicated) REVOLUTIONS	BUILDERS		LAST SURVEY
			DIAMETERS — IN CENTIMETERS IN INCHES	IN INCHES			PORT AND DATE — of CONSTRUCTION		
28		3	24	2	26	27	28		

LAST  
SURVEY  
OF  
BOILERS  
38

SPECIAL SURVEY		BOILERS						
NUMBER	DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS	
		Diameter & Length — IN METERS IN FEET AND INCHES		NUMBER	grate surface in sq. meters in sq. feet		PORT AND DATE of CONSTRUCTION	
30		31	32	33		25		
						26		

[illegible]

N. B.-- Les traits -- indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N. B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

# ARMATEURS

SURVEILLANCE  
SPÉCIALE

TYPE	DATE DU CERTIFICAT	CYLINDRES		Force nominale Percée indiquée Nombre de tours
		DIAMÈTRES	COURSE des pistons	
22	23	24	25	26
		EN CENTIMÈTRES EN POUCES	cent. pouces	

## MACHINES

CONSTRUCTEURS

DATE  
DE VISITE  
DE LA  
MACHINE

—  
LIEU & ANNÉE  
de  
CONSTRUCTION

SURVEILLANCE  
SPÉCIALE

TYPE

ENVELOPPE

FOYERS

surf. de grille  
en mèt. carr.  
en pès. carr.

surf. de chauffe  
en mèt. carrés  
en pès. carrés

PRESSION  
Chaud. prime.  
Chaud. auxil.

CONSTRUCTEURS

—  
LIEU & ANNÉE  
de  
CONSTRUCTION

DATE DE VISITE  
DES  
CHAUDIÈRES

CHAUDIÈRES

19

20

21

22

23

24

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N. B.—The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

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N. B.-- Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

[illegible]

SURVEILLANT SPÉCIAL	NAVIRES & CAPITAINES			CLASSIFICATION			GIREMENT	TONNAGE	PAVILLON	CONSTRUCTEURS	MATÉRIAUX			PORT	LIEU		
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL										PROPULSEUR					PORT DE CONSTRUCTION	COMPARTIMENTS, ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS REPARATIONS
	1	2	3	4	5	6	7	8	9	10	11	12	13	14			15

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.









N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

[illegible]

N. B.— Les traits ——— indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



[illegible]

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





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N.B. - The Marks -- indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

OWNERS		ENGINES										BOILERS										LAST																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
19	20	1	2	3	CYLINDERS		4	5	6	BUILDERS		11	12	13	14	15	16	17	18	19	20	21																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
					DIAMETERS — IN CENTIMETERS IN INCHES	STROKE — in centim. in in. lbs				PORT AND DATE — of CONSTRUCTION	LAST — SURVEY												SHELL — Diamet.   Length — IN METERS IN FEET AND INCHES	Furnaces — NUMBER — rate surface in sq. meters in sq. feet	heating — surface in sq. meters in sq. feet	PRESSURE — Main Boiler, Donkey Boiler,	MAKERS — PORT AND DATE — of CONSTRUCTION	OF — BOILERS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

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[illegible]

N. B.— Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

# ARMATEURS

19 20

SURVEILLANCE  
SPECIALE

TYPE  
—  
DATE  
DU CERTIFICAT  
NOMBRE

CYLINDRES  
—  
DIAMÈTRES  
—  
EN CENTIMÈTRES  
EN POUÇES

COURSE  
des  
pistons  
—  
cent.  
pouces

Force nominale  
Force indiquée  
Nombre de tours

CONSTRUCTEURS  
—  
LIEU & ANNÉE  
de  
CONSTRUCTION

DATE  
DE VISITE  
DE LA  
MACHINE

SURVEILLANCE  
SPECIALE

TYPE  
—

ENVELOPPE  
Diamèt. | Long.  
—  
EN MÈTRES  
EN PIEDS  
ET POUÇES

FOYERS  
NOMBRE  
sur grille  
en mètr. carr.  
en pieds carr.

surf. de chauffe  
en mètres carrés  
en pieds carrés

PRESSION  
—  
Chaud. prime.  
Chaud. auxil.

CONSTRUCTEURS  
—  
LIEU & ANNÉE  
de  
CONSTRUCTION

DATE DE VISITE  
DES  
CHAUDIÈRES

38



[illegible]

N. B.— The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



SURVEILLANCE SPÉCIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈEMENT	TONNAGE			PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS	MATERIAUX				LONGUEUR	LARGEUR	CREUX	PORT			LIEU ou DATE de la DERNIERE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.	U.				PROPULSEUR							ÉTÉ HIVER H.A.N.	D'ARMEMENT		
	DATE DU TERME							COMPARTIMENTS ÉTANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18						

N. B.-- Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

ARMATEURS		MACHINES										CHAUDIÈRES										CHAUDIÈRES			
		SURVEILLANCE SPECIALE		TYPE		DATE DE CERTIFICAT		CYLINDRES		COURSE des pistons		CONSTRUCTEURS		DATE DE VISITE		ENVELOPPE		FOYERS		PRESSION		CONSTRUCTEURS		DATE DE VISITE DES CHAUDIÈRES	
								DIAMÈTRES		cent. POUCHES		LIEU & ANNÉE de CONSTRUCTION				Diamètres Long.		NOMBRE		Chaud. princ. Chaud. auxil.					
								EN CENTIMÈTRES EN POUCHES		Force nominale l'orce indiquée Nombre de tours						EN MÈTRES EN PIEDS ET POUCHES		sur la grille en mèl. carr. en pieds carr.		sur l. de chauffe en mètres carrés en pieds carrés					
								24		25		27				31 32		33 34		35		36		37 38	



N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

[illegible]







[illegible]

N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



[illegible]

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

# ARMATEURS

## MACHINES

## CHAUDIÈRES

19

20

MACHINES														CHAUDIÈRES														D. DE L'ÉTAT DES CHAUDIÈRES.
12 SURVEILLANCE SPECIALE	13 TYPE	14 DATE DU CERTIFICAT	15 NOMBRE	CYLINDRES		16 Force nominale Force indiquée Nombre de tours	CONSTRUCTEURS		18 DATE DE VISITE DE LA MACHINE	19 SURVEILLANCE SPECIALE	20 TYPE	ENVELOPPE		FOYERS		22 NOMBRE sur degré de en mét. carr. en pied carr.	23 PRESSION Cl. aut. prime Cl. aut. auxil.	CONSTRUCTEURS		25 LIEU & ANNÉE de CONSTRUCTION								
				17 DIAMÈTRES — EN CENTIMÈTRES EN POUCES	18 COURSE des pistons cent. pouces		21 LIEU & ANNÉE de CONSTRUCTION	22 Diamèt.   Long.				23 EN MÈTRES EN PIEDS ET POUCES	24 sur de chauffe en m. carr. carrés en pied carrés	25 CONSTRUCTEURS														
				24		25	26	27	28	29	30	31	32	33	34	35	36	37	38									



[illegible]

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SURVEILLANT SPÉCIAL	NAVIRES & CAPITAINES			CLASSIFICATION			GREEMENT — NOMBRE DE PONTS	TONNAGE		PAVILION	ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX				PORT	D'ARMEMENT	LIEU	
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.				PORT		PROPULSEUR						et	
	DATE DU TERME							R.				DE		COMPARTIMENT, ETANCHES						de la	
								U.				CONSTRUCTION		CONSTRUCTIONS SUR LE PONT						dernière	
	1	2	3	4	5	6		8	9			10	11	12	13	14	15			16	17

N. B. — Les traits — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N. B.— The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



SURVEILLANCE SPICIALE		NAVIRES & CAPITAINES		CLASSIFICATION			GRÉEMENT	TONNAGE		PAVILLON	CONSTRUCTEURS		MATERIAUX PROPULSEUR				LONGUEUR	LARGEUR	CIRCONFÉRENCE	PORT		LIEU et DATE de la DERNIÈRE VISITE		
DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL		DATE DU TERME					NOMBRE DE PONTS	T.	R.	U.	ANNÉE DE LA CONSTRUCTION	PORT DE CONSTRUCTION	COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS				EN MÈTRES EN PIEDS & POUCHES				D'ARMEMENT			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18							

N. B.— Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

N. B. — The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



[illegible]

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N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.









[illegible]

N. B.— Les traits —→ indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N. B.—The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

N. B.—The Marks — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.

## ENGINES

## BOILERS

## OWNERS

19

20

ENGINES										BOILERS										LAST SURVEY
SPECIAL SURVEY	DESCRIPTION	DATE OF CERTIFICATE	CYLINDERS			BUILDERS — PORT AND DATE of CONSTRUCTION	LAST SURVEY	SPECIAL SURVEY	NUMBER and DESCRIPTION	SHELL		Furnaces		PRESSURE Main Boiler, Donkey Boiler.	MAKERS — PORT AND DATE of CONSTRUCTION		LAST SURVEY OF BOILERS			
			NUMBER	DIAMETERS IN CENTIMETERS IN INCHES	STROKE in centim. in inches					Large power nominal INDICATED REVOLUTION.	Diamet.   Length	NUMBER	grate surface in sq. meters in s. feet		heating surface in sq. meters in sq. feet					
21		22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38		

[illegible]

N. B.-- Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.

ARMATEURS				MACHINES										CHAUDIÈRES									
10		20		SURVEILLANCE SPECIAL		TYPE		DATE		CYLINDRES		CONSTRUCTEURS		DATE		ENVELOPPE		FOYERS		CONSTRUCTEURS		DATE DE VISITE	
								DU CERTIFICAT		DIAMÈTRES		LIEU & ANNÉE		DE VISITE		Diamèt. Long.		NOMBRE		LIEU & ANNÉE			
										EN CENTIMÈTRES		de		DE LA		EN MÈTRES		sur grille		de			
										EN POUÇES		CONSTRUCTION		MACHINE		ET POUÇES		en mè carr.		CONSTRUCTION			
										24		27		28		31 32		33 34		37		38	



[illegible]

N. B. — The Marks -- indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



[illegible]

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





N.B. — The Marks — — indicate that the class has expired or has been withdrawn in conformity with article 6 of the Rules.



SURVEILLANCE SPECIALE	NAVIRES & CAPITAINES			CLASSIFICATION			GRÈEMENT — NOMBRE DE PONTS	TONNAGE		PAVILLON — ANNÉE DE LA CONSTRUCTION	CONSTRUCTEURS		MATÉRIAUX			LONGUEUR	LARGEUR	CRUX	(FRANC MTE) HIVER H.A.N. en pouces	PORT — D'ARMEMENT	LIEU ou L'ATE de la DERNIÈRE VISITE
	DATES DU BREVET DU CAPITAINE & DE SON COMMANDEMENT ACTUEL							T.	R.		U.	PORT DE CONSTRUCTION	COMPARTIMENTS ETANCHES CONSTRUCTIONS SUR LE PONT WATERBALLAST, PONTS RÉPARATIONS	EN MÉTRES							
	DATE DU TERME			4	5	6	8	9	10	11	12	EN PIEDS & POUCES	13	14	15	16	17	18			
	1	2	3																		

N. B. — Les traits — — indiquent que la cote est expirée ou retirée conformément à l'article 6 des Règlements.





[illegible]

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[illegible]

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[illegible]

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# REGISTRE 1908

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## LISTE ALPHABÉTIQUE DES NOMS DES ARMATEURS

AVEC NOM & TONNAGE BRUT DE LEURS VAPEURS

INSCRITS AU REGISTRE VERITAS

## ALPHABETICAL LIST OF OWNERS OF STEAMERS

WITH NAMES AND GROSS TONNAGE OF THEIR VESSELS

ENTERED IN THE REGISTER VERITAS

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## ALPHABETISCHES VERZEICHNISS

DER

Dampfschiffs-Rheder

## NEBST ANGABE DER NAMEN UND BRUTTO-TONNENGESHALT

IHRER IM BUREAU VERITAS REGISTER EINGESCHRIEBENEN DAMPFER

Liste alphabétique des noms des Armateurs avec nom et tonnage brut de leurs Vapeurs inscrits au Registre Veritas

<b>ÅBO ÅNGFARTYGS AKTIEBOLAG,</b> <i>Åbo.</i> Nordkusten..... 490	<b>ÅHRENBERG, Th.,</b> <i>Göteborg.</i> Aina..... 333 Argo..... 610 Aurora..... 491 Iris..... 363 Irma..... 336 Niord..... 520 Nornan..... 390 Runa..... 327 Skulda..... 517 Solve..... 479 Svenske..... 479 Urd..... 616 Virgo..... 445 Wasa..... 584	<b>AKTIEBOLAGET « STORFORS »,</b> <i>(Voir Hedqvist, C. A.)</i> <b>AKTIESELSKABET « ADA »,</b> <i>(Voir Waage, H.)</i> <b>AKTIESELSKABET « BJORN »,</b> <i>(Voir Reinhardt &amp; Co, F.)</i> <b>AKTIESELSKABET DAMPSKIBET</b> <b>« GEORGE DUMOIS »,</b> <i>(Voir Kunhle &amp; Son)</i> <b>AKTIESELSKABET DAMPSKIBET</b> <b>« PRIMA »,</b> <i>(Voir Selmer, A. W.)</i> <b>AKTIESELSKABET DAMPSKIBES-</b> <b>SELSKABET « FRUM »,</b> <i>(Voir Bagger, H.)</i> <b>AKTIESELSKABET « DE DANSKE</b> <b>SÜKKERFABRIKER »,</b> <i>Copenhagen.</i> Adolph..... 246 Gustav..... 244 Toto..... 163 <b>AKTIESELSKABET « FAXE-</b> <b>KALKERUD »,</b> <i>(Voir Christensen, P.)</i> <b>AKTIESELSKABET « HISPANIA »,</b> <i>(Voir Arntzen, A.)</i> <b>AKTIESELSKABET SS. « HVI-</b> <b>DINGSÖ »,</b> <i>(Voir Sörensen &amp; Co, Chr.)</i> <b>AKTIESELSKABET J. MORTEN-</b> <b>SEN EFTERFOLGERE,</b> <i>Trangisvaag (Iles Féroë).</i> Föringur..... 333	<b>AKTIESELSKABET KRONBORG,</b> <i>Copenhagen.</i> Kronborg..... 95 <b>AKTIESELSKABET NY-KALK-</b> <b>BRANDER,</b> <i>Copenhagen.</i> Rolf..... 237 <b>AKTIESELSKABET NYKJÖBIAG</b> <b>P. MORS DAMPSKIBSELSKAB,</b> <i>Nykjöbing p. Mors.</i> Nykjöbing..... 918 <b>AKTIESELSKABET « ODD-</b> <b>BJORG »,</b> <i>(Voir Brodersen, Geo. J.)</i> <b>AKTIESELSKABET « REX »,</b> <i>(Voir Lund, Erling)</i> <b>AKTIESELSKABET « SJÖGUT-</b> <b>TEN »,</b> <i>(Voir Kloster, Lauritz.)</i> <b>AKTIESELSKABET « TERTIA »,</b> <i>(Voir Bull, John)</i> <b>AKTIESELSKABET « VALLO-</b> <b>OLJERAFFINERI »,</b> <i>Tönsberg.</i> Oranje-Prince..... 1931 <b>ALASKA COMMERCIAL Co,</b> <i>San-Francisco.</i> Portland..... 1420 <b>ALBION S. S. Co Ld,</b> <i>(Voir Pearson, J. S.)</i>	<b>ALEXANDER, F.</b> <i>Anvers.</i> Willy-Alexander..... 765 <b>ALGEMEENE SCHEEPVAART M<sup>U</sup>,</b> <i>(Voir Muller &amp; Co, Wm)</i> <b>ALLODI, C., FU G.,</b> <i>Livourne.</i> Varese..... 1699 <b>ALMAGIA, ING. EDUARDO,</b> <i>Livourne.</i> Savoia..... 92 <b>ALTAZIN, EUGÈNE,</b> <i>Boulogne-sur-Mer.</i> Le-Corsaire..... 284 <b>ALTAZIN-DARQUER &amp; Co,</b> <i>Boulogne-s/Mer.</i> Wagram..... 316 <b>ALTAZIN-FOURNY &amp; Co, P.,</b> <i>Boulogne s/Mer.</i> L'Alsace..... 191 La-Champagne..... 265 La-Flandre..... 263 La-Lorraine..... 189 La-Provence..... 381 La-Savoie..... 382 <b>AMERICAN PETROLEUM Co,</b> <i>Rotterdam.</i> American..... 3526 Charlois..... 2677 La-Campine..... 2595 La-Flandre..... 2047 La-Hesbaye..... 2701 Rotterdam..... 4140
<b>ÅBO KUST ÅNGBATS AKTIEBOL.</b> <i>(Voir Wikeström, O.)</i> <b>ACHA, J. H.,</b> <i>Montevideo.</i> Anita..... 1175 <b>ACKERMANS, H. W. &amp; VAN</b> <b>HAAREN, H.,</b> <i>Anvers.</i> Antwerpen-II..... 931 Gelderland..... 1533 <b>ACLOQUE, ANDRÉ,</b> <i>Le Havre.</i> Opale..... 51 <b>ACTIEN-GESELLSCHAFT</b> <b>« ATLANTIC »,</b> <i>Bremen.</i> Sophie..... 1671 <b>ACTIEN-GESELLSCHAFT FÜR</b> <b>MECHANISCHE HOLZBEAR-</b> <b>BEITUNG.</b> <i>(Voir Luther, A. M.)</i> <b>ADAMS TRANSPORTATION Co,</b> <i>Toledo.</i> George-L.-Craig..... 3762 Thomas-Adams..... 3784 <b>ADMINISTRATION PÉNITEN-</b> <b>TAIRE,</b> <i>Cayenne.</i> Maroni..... 152	<b>AHLBERG, G. F.,</b> <i>Göteborg.</i> Sigvard..... 925 <b>AHLERS, A. G.,</b> <i>Geestemünde.</i> Makrele..... 129 <b>ÅKERSSON, C. W.</b> <i>Gefle.</i> Lily..... 363 <b>ÅKERSTEDT, W.,</b> <i>Hernösand.</i> Askur..... 333 <b>AKTIEBOLAGET, « ALVAR »,</b> <i>Stockholm.</i> Sjoolv..... 404 <b>AKTIEBOLAGET « GLASSAND »,</b> <i>Skånör.</i> Sally..... 100			

Alphabetical list of Owners of Steamers with names and gross tonnage of their Vessels entered in the Register Veritas

ANGEL, G., <i>Le Havre.</i> Oasis..... 22	ÅNGFARTYGS AKTIEBOLAGET « EDITH », (Voir Pettersson, G.)	ÅNGFARTYGS AKTIEBOLAGET « HERO », (Voir Hansson, E. P.)	ÅNGFARTYGS AKTIEBOLAGET « SIGVARD », (Voir Ahlberg, G. F.)	ÅNGFARTYGS AKTIEBOLAGET « UMAN », (Voir Blomberg, H.)
ANDERSON & Co, W., <i>Copenhagen.</i> Henrik-Bjelke..... 1427 Otto-Rud..... 1411 Oye-Gjedde..... 1426	ÅNGFARTYGS AKTIEBOLAGET « FALKEN », (Voir Falck, G. E.)	ÅNGFARTYGS AKTIEBOLAGET « KARIN », (Voir Andersson, A.)	ÅNGFARTYGS AKTIEBOLAGET « SÖDRA-SVERIGE », (Voir Settervall, J.)	ÅNGFARTYGS AKTIEBOLAGET « VERDANDI », (Voir Dilberg, C. J. F.)
ANDERSSON, A., <i>Helsingborg.</i> Karin..... 1140 Lisa..... 1577	ÅNGFARTYGS AKTIEBOLAGET « FERM », (Voir Broström & Co, A.)	ÅNGFARTYGS AKTIEBOLAGET « KULLEN », (Voir Banck, C. A.)	ÅNGFARTYGS AKTIEBOLAGET « SÖLVE », (Voir Ahrenberg, Th.)	ÅNGFARTYGS AKTIEBOLAGET « VIDAR », (Voir Grebst, H.)
ANDREADIS, D., <i>Syra.</i> Catina..... 597	ÅNGFARTYGS AKTIEBOLAGET « FRAM », (Voir Petersson, A.)	ÅNGFARTYGS AKTIEBOLAGET « LABORA », (Voir Odenius, E. J.)	ÅNGFARTYGS AKTIEBOLAGET « STELLA », (Voir Ahrenberg, Th.)	ÅNGFARTYGS AKTIEBOLAGET « WISNA », (Voir Larsson, P.)
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ÅNGFARTYGS AKTIEBOLAGET « AINA », (Voir Ahrenberg, Th.)	ÅNGFARTYGS AKTIEBOLAGET « FRIGGA », (Voir Odenius, E. J.)	ÅNGFARTYGS AKTIEBOLAGET « MARINE », (Voir Ahrenberg, Th.)	ÅNGFARTYGS AKTIEBOLAGET « SVERIGE », (Voir Andersson, A. O.)	ANGIER LINE Ld, <i>London.</i> Royalist..... 3188
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**DAMPKIBS-SELSKABET « EUROPA »,**  
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**DAMPKIBS-SELSKABET « MERCUR »,**  
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**DAMPKIBS-SELSKABET « ÖRESUND »,**  
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**DAMPKIBS-SELSKABET « URANIA »,**  
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**DAMPKIBS-SELSKABET « VULCAN »,**  
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« UNION »,  
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**REDERI AKTIEBOLAGET**  
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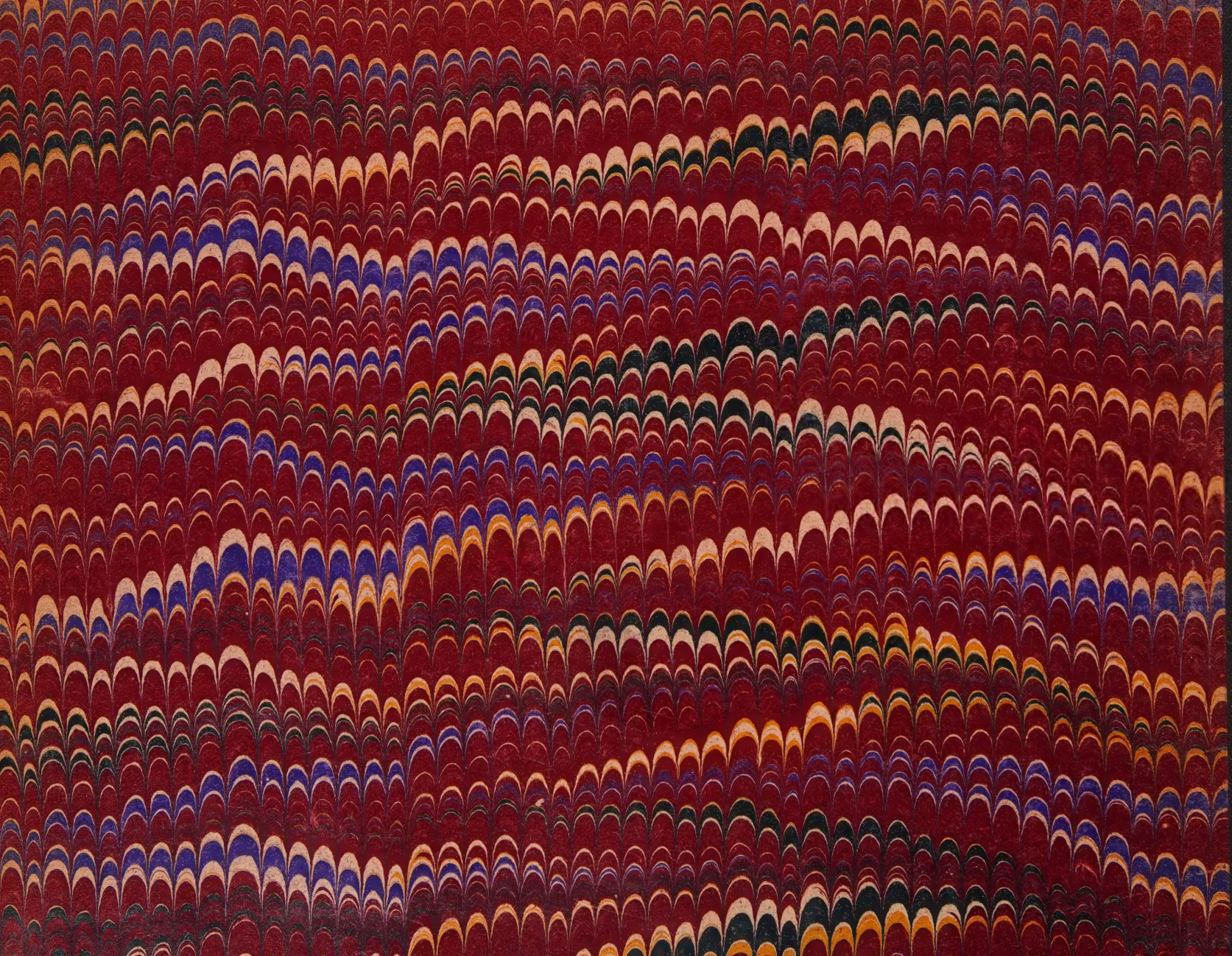


**Liste alphabétique des noms des Armateurs avec nom et tonnage brut de leurs Vapeurs inscrits au Registre Veritas**

<b>VOLUNTEER TRANSPORTATION Co,</b>	<b>WALLENBERG, G. O.,</b>	<b>WHITE DIAMOND STEAMSHIP Co</b>	<b>WILSON TRANSIT Co,</b>	<b>WRANGELL &amp; Co, H. M.,</b>
<i>Toledo.</i>	<i>Stockholm.</i>	<i>( Voir Warren &amp; Co, Geo.)</i>	<i>Cleveland.</i>	<i>Haugesund.</i>
Charles-Beatty..... 986	Lübeck..... 320		Andrew-Carnegie..... 4106	Corona..... 1885
<b>VON APPEN, ALBR.,</b>	Nordstjernan..... 575	<b>WHITE STAR LINE,</b>	Capt.-Thomas-Wilson.. 4719	<b>WURZBURG &amp; Co,</b>
<i>Altona.</i>	Pan..... 854	<i>Detroit.</i>	Charles-S.-Hebard.... 6291	<i>Vancouver (B. C.).</i>
Altona..... 155	Svea..... 1569	Greyhound..... 1392	Henry-W.-Oliver..... 4909	Albion..... 88
Dr-Ehrenbaum..... 180	<b>WARREN, GEO. &amp; Co,</b>	Tashmoo..... 1344	Yuma..... 2194	
Dr-Giese..... 151	<i>Liverpool.</i>	<b>WICANDER, C.,</b>	<b>WINGREN, OLOF,</b>	<b>YENG LENG.</b>
Elbe..... 155	Michigan..... 4909	<i>Stockholm.</i>	<i>Oscarshamn.</i>	<i>Saigon.</i>
Hamburg..... 167	<b>WASA-NORDSJÖ-ÅNGBÅTS</b>	A.-Wicander..... 954	Cairo..... 1671	Bourbon..... 1585
Nordsee..... 151	<b>AKTIEBOLAG,</b>	<b>WICKBERG, C. G.,</b>	Mercurius..... 1884	<b>YSTADS REDERI AKTIEBOLA-</b>
<b>VON EITZEN, JOHANN,</b>	<i>Wasa.</i>	<i>Sundsvall.</i>	Seaton..... 964	<b>GET,</b>
<i>Altona.</i>	Constantia..... 771	Uno..... 1788	<b>WISBY CEMENT AKTIEBOLAG,</b>	<i>Ystad.</i>
Helgoland..... 150	Iris..... 453	<b>WIKESTRÖM, O.,</b>	<i>( Voir de Youngé)</i>	Temis..... 356
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<i>Helsingborg.</i>	Eljan..... 794	Balder..... 310	<i>Helsingborg.</i>	<i>Alexandrie.</i>
Albert-Edward..... 1020	<b>WATHNES ARVINGER AKTIE-</b>	<b>WILHELMOSEN &amp; Co, W.,</b>	Concordia..... 476	Eleni..... 960
<b>VON PISTOLKORS, FRAU,</b>	<b>SELSKABET, O.,</b>	<i>Tönsberg.</i>	Ingeborg..... 386	<b>ZEDLER, A.,</b>
<i>Riga.</i>	<i>Stavanger.</i>	Norman-Isles..... 3455	<b>WOLF, A. J.,</b>	<i>Elbing.</i>
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<b>WAAGE, H.,</b>	<i>London.</i>	<i>Göteborg.</i>	Gluckauf..... 359	<b>ZEEHAVEN &amp; KOLEN STATION</b>
<i>Christiania.</i>	Elaine..... 3687	China..... 463	<b>WORMS &amp; Co,</b>	<b>SABANG,</b>
Ada..... 2730	Sheila..... 3565	Margaret..... 627	<i>Le Havre.</i>	<i>Amsterdam.</i>
<b>WAHLQVIST, F. B.,</b>	<b>WELIN, P. A.,</b>	Solide..... 366	Barsac..... 1806	Sabang-Baai..... 201
<i>Göteborg.</i>	<i>Stockholm</i>	<b>WILLIAMS &amp; MORDEY,</b>	Bidassoa..... 558	<b>ZELCK, OTTO,</b>
Agir..... 427	Skandia..... 4336	<i>Cardiff.</i>	Emma..... 1611	<i>Rostock.</i>
August..... 670	<b>WEST OF ENGLAND SALVAGE</b>	Countess-Warwick... 4108	Frederic-Franck..... 972	Henriette-Schlusser... 774
Carl..... 638	<b>Co, Ld,</b>	<b>WILLS, C. J.,</b>	Fronsac..... 517	<b>ZUID-PATAGONISCHE KOPER-</b>
Ellen..... 168	<i>Penzance.</i>	<i>London.</i>	Haut-Brion..... 966	<b>MIJNEN,</b>
<b>WAIMANALO SUGAR Co,</b>	Greencastle..... 83	Famagusta..... 722	Hypolite-Worms..... 1071	<i>Punta-Arenas.</i>
<i>Honolulu.</i>	<b>WESTERGATE, S. S. Co, Ld,</b>	New port..... 747	Lisrac..... 778	Ministro-Kraus..... 231
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Disa..... 202	Loyal..... 1584		Sephora-Worms..... 1644	
			Suzanne-Marie..... 1644	
			Thérèse-&Marie..... 1615	









# ABBREVIATIONS USED IN REGISTER

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## STEAMERS

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